



DELTA COUNTY RECREATION AND TRAILS MASTER PLAN

ADOPTED MAY 16, 2018

Prepared by DHM Design Corporation with SGM, Inc.

Page Intentionally Left Blank

ACKNOWLEDGEMENTS

PLANNING COMMISSION PAST AND PRESENT

Dick Disner
Surface Creek Area

Jen Sanborn
Upper North Fork Area

Steve Shea
District 1, Delta

Angela Mackey, Vice Chair
District 1, Delta

Steve Schrock
District 1, Delta

Layne Brones
District 2, Cedaredge

Lucinda Stanley
District 2, Cedaredge

Tate Locke
District 2, Cedaredge

Tony Prendergast
District 3, Crawford

Kim Shay
District 3, Hotchkiss

Bob Stechert, Chair
District 3, Hotchkiss

BOARD OF COUNTY COMMISSIONERS

C. Douglas Atchley
District No. 1

Don Suppes
District No. 2

Mark Roeber
District No. 3

DELTA COUNTY STAFF

Elyse Ackerman-Casselberry
Community and Economic Director

Robbie LeValley
County Administrator

Carrie Derco
GIS

CONSULTING TEAM

DHM DESIGN

Jason Jaynes
Jeremy Allinson
Audrey McLaughlin
Alexandra Vostrejs



Bill Taylor
Steven Kirk
Rachel Kattnig

Page Intentionally Left Blank

TABLE OF CONTENTS

1. Introduction / Purpose	03
Introductory statement	4
Need	4
Context and community values	4
Goals and value of the plan	5
Scope of the project	6
2. Grounding Principles	07
Introduction	8
Culture	8
Grounding principles table	9
3. Process and Public Outreach	17
Project process and phases	18
Public and stakeholder process	18
4. Background/Context	21
Study Area Overview	22
Existing Conditions	24
Wildlife	24
Land management and use types	27
Existing user groups	43
Demographic profiles and trends	44
5. Trail Typologies	47
6. Map Narratives, Potential Projects, and Priorities	57
Overview	58
Prioritization and time horizons	59
Maps narratives by study area	60
Policy-level support	68
Summary of priorities	69
7. Costs/Funding	71

Page Intentionally Left Blank



01

INTRODUCTION/ PURPOSE

01: INTRODUCTION / PURPOSE

In 2016, Delta County identified the development of a Recreation and Trails Master Plan (“Trails Plan” or “Plan”) is a priority component of the County’s long range planning efforts. The County enjoys significant and varied natural landscapes and access to large areas of public lands, and the population is increasingly embracing outdoor recreation across a broad spectrum of user types. Access to public recreation presents an opportunity for the county to diversify economically, building on its history of mining, ranching, and farming, and on the current trends toward active outdoor recreation pursuits, heritage tourism and the production of niche agricultural products to attract tourism to the area. Additionally, the intentional and appropriate development of public recreation assets in the county can increase the desirability of Delta County communities for those considering locating in the area¹. For trail development to be successful for the greater population of Delta County, thoughtful and careful planning which considers community priority, existing and historic uses, and potential impacts to natural and cultural resources is necessary.

Need

The County has identified several needs/challenges that served as the impetus for the development of this trail plan: the lack of comprehensive and easily obtainable information about the existence, location, and access to existing trail infrastructure; the lack of comprehensive guidance for staff and land managers in evaluating proposed projects; and the lack of community trails infrastructure connecting public amenities and trail assets.

Context and community values

The 1997 County Master Plan identified several priority community values that established the initial context for this planning process. That context was tested and refined during the public process, and is presented in greater detail later in this document (see Grounding Principles). It important to identify those community values here, as they are foundational to the process and recommendations set forth in this plan. In 1996-1997, those overarching community values included:

- Preservation of agricultural lands and open space
- Protection of private property rights
- Maintaining rural lifestyle (culture and character)
- Judicious use of public funds
- Encouraging economic development

During the process, several other values were added to this list:

- Preservation of critical wildlife habitat
- Protection of ranching interests, allotments, and routes on public land
- Stewardship of natural resources
- Encouraging connection to the outdoors
- Public health and safety

¹ <http://www.americantrails.org/resources/adjacent/sumadjacent.html>

- Maintaining access to existing trails and routes
- Protection of existing cultural and economic drivers on public lands (OHV, hunting, hiking, XC skiing, snowmobiling) while accommodating many user groups and allowing for growth/new uses (e.g. mountain biking, outdoor education programs, multi-use paths)

Goals and value of the plan

This plan is supportive of sensitive, thoughtful development of trails, public access, and recreational opportunities in the county. Recognizing the cultural, environmental, and historical context of land use in the county, recreation improvements add value across a range of categories that are consistent with the overarching values of the people of Delta County.

The initial goals set forth for the project included:

- 1) Inventory, collect, and compile data on existing trails, parks, recreation infrastructure and amenities throughout Delta County.
- 2) Assess the condition of existing trails, recreation infrastructure, and facilities.
- 3) Engage the public in the process.
- 4) Develop feasible, fiscally responsible and prioritized implementation recommendations.
- 5) Compile GIS database.

During the process, the goals were refined to a list of eleven categories, expressing the community's priorities, desired outcomes, and value of the project to the County.

- 1) Culture: Respect and preserve history, current uses, core community values. Respect private landowner rights.
- 2) Stewardship: Promote – through careful planning, increased public awareness, access, pride of ownership, and programs – the stewardship, preservation, and enhancement of trails and sensitive ecological areas.
- 3) Connectivity: Provide multi-modal town inter- and intra-connectivity for users of all types and abilities. Provide developed trail access to important businesses, institutions, ecological and cultural resources and recreational opportunities (schools, libraries, commercial centers, rivers, parks, trailheads, public facilities).
- 4) Safety: Improve pedestrian and bicycle safety through dedicated facilities, wayfinding, and access.
- 5) Infrastructure: Improve infrastructure at trailheads including parking, signage, trash receptacles and bathrooms, etc.
- 6) Information: Provide the public with information about available recreation and trails assets.
- 7) Inventory: Provide a compiled database (GIS) of existing and proposed trail assets.
- 8) Independence: Encourage forms of transportation other than an automobile.
- 9) Wellbeing: Promote better community health through fitness and regular physical activity; preserve environmental (air, water, land, wildlife) quality.
- 10) Economic Growth: Promote economic growth and development for the tourism and outdoor industries; increase desirability and livability of Delta County communities.

- 11) Sustainability: Identify realistic priorities while planning with vision; evaluate potential funding sources; understand ongoing maintenance costs and responsibilities.

Scope of the Project: This Master Plan includes the entirety of Delta County, coordinates with the 2018 City of Delta Trails Master Plan, and considers adjacent or overlapping infrastructure and management planning beyond the county border. Community priorities identified during the planning process further refined the focus of planning efforts, which are reflected in the study areas and potential projects and project priorities as identified in this plan. This Plan is intended to reflect the *entirety* of user groups, from casual walkers and commuters, equestrians, hunters, OHV enthusiasts, cyclists, hikers, ranchers, children, adults, locals, and visitors; and the diverse modes of transportation used to access and enjoy trails.

It is important to note that proposed trail alignments as identified in the narratives and maps of this Plan are indicated for planning purposes only. Final number of trails, alignments, permissible uses, and management are to be developed under the specific planning processes of the land management agency holding purview over a specific area. These planning processes typically include public scoping/comment, assessment of environmental impacts, and management requirements associated with a given trail proposal.



02

GROUNDING PRINCIPLES

02: GROUNDING PRINCIPLES

Introduction

Trails provide a variety of opportunities and benefits including greater community and individual health, recreation opportunities, economic growth and stimulus and environmental benefits. Community impacts can be summarized into four broad categories, boosting our local economies, improving our physical health, achieving a cleaner environment and providing affordable transportation access for everyone. In Delta County many trails exist and there are ample opportunities to improve bicycle and pedestrian transportation connectivity. Conversely, connections within and between communities are lacking. Delta County has a unique and strong culture; it is paramount that the character and vision of the communities of Delta County guide this plan. The following grounding principles outline the benefits of trail systems and the framework that grounds this document:

1. To respect and reflect Delta's County's community values.
2. To revitalize, build and strengthen Delta County's economy.
3. To plan for and create trail systems that maximizes public safety and risk management.
4. To enhance safe and livable Delta Country communities.
5. To build healthier Delta County communities by encouraging physical activity as part of daily life.
6. To maintain the ecological and cultural integrity of Delta County while providing trails and active transportation infrastructure.
7. To provide accessible and affordable outdoor resources for many forms of recreation to a wide user group.

Culture

The primary principle of this plan is to guard and reflect Delta County's community values. The trail plan acknowledges and reinforces these values through collaborative planning and thoughtful analysis.

The culture and make-up of Delta County is diverse but through community meetings and planning processes the following local values are consistent: a fierce sense of independence, strong support for private property rights, placing a high priority on protecting existing public land use permits/values such as ranching and hunting, protecting wildlife and habitat, a reluctance for regulation but growing acknowledgement that reasonable thoughtful regulation is necessary, connection to the outdoors, valuing community input, protection of the region's clean air and clean water, and preservation of resources.¹

¹ Delta County Master Plan, 2018

Delta County Community Values	Trails Plan Grounding Principles
Respect for History	<ul style="list-style-type: none"> • The citizens of Delta County place a great deal of value on the rich history of agriculture, ranching, and mining; an authentic western Colorado tradition. This history is to be preserved and celebrated. • Ongoing operations in keeping with historic economic drivers (e.g. ranching, farming, hunting, public lands access) should be accommodated and supported.
Respect for Culture	<ul style="list-style-type: none"> • The culture of Delta County is reflected in these Grounding Principles. Self-sufficiency, hard work, independence, personal rights, stewardship of the land, and appreciation for the outdoors and the resources it has to offer defines much of life in Delta County. • The evolution of the culture commensurate with modern life, economic diversification, changing demographics and preferences should be encouraged in a way that respects the existing culture of the County.
Precedent of Existing Uses	<ul style="list-style-type: none"> • Significant areas of public lands contain permits for livestock, including cattle and sheep; and guided hunting. A high priority is placed on the continuity and quality of these uses as a cultural and economic driver. • The community values continued access to existing recreation/trail infrastructure by use and location – preserving existing access and use type is a community priority.
Independence	<ul style="list-style-type: none"> • Active transportation such as bike and pedestrian paths provides transportation access to all citizens regardless of age, gender, socioeconomic status or disability² giving every resident of Delta County the ability to participate in recreation and independently commute and travel.
Private Property Rights	<ul style="list-style-type: none"> • This plan respects the community imperative to respect private property rights. Access and easements for trails and associated amenities should be granted by willing partners.
Reasonable and Thoughtful Regulation	<ul style="list-style-type: none"> • Trails, pathways and bicycle and pedestrian infrastructure require planning, maintenance and regulation, and should be designed and constructed to contemporary standards. However, regulation should be minimized to that which ensures safety and the respect of all community members.
Connection to the Outdoors	<ul style="list-style-type: none"> • Trails offer an opportunity for connection to the outdoors for everyday travel and for recreation. This plan actively encourages outdoor participation for health, economic and community benefits.

² Active Transportation and Parks and Recreation, National Recreation and Park Association.

Community Input	<ul style="list-style-type: none"> • The community values representation and responsiveness to public concerns and priorities. This plan and recommendations are based on the results of extensive public feedback via a variety of mechanisms.
Protection of Wildlife and Habitat	<ul style="list-style-type: none"> • The county enjoys significant acreage of high-quality wildlife habitat. Trail and management planning is to recognize and prioritize habitat preservation and habitat continuity, especially where sensitive or high-value habitat exists. • Robust wildlife populations contribute to the economy and overall quality of the rural experience in the county.
Protection of Clean Air and Water	<ul style="list-style-type: none"> • Trail systems help lessen air pollution when people choose to commute and travel by foot or bike instead of automobile. • Trail systems provide opportunities for interpretation and education regarding environmental stewardship and human impacts. • Trail construction and maintenance must use best management practices to limit impacts to water quality.
Preservation of Resources	<ul style="list-style-type: none"> • The quality of the natural landscape and its value to the community is critical to the long-term cultural and economic sustainability of the County's communities. • Trail construction and maintenance must use best management practices to reduce impacts to natural resources. Trails must be built with sustainable trail building principals in mind and respect flora and fauna. • Natural resource impacts and population growth are parallel issues. Access to trails and active transportation networks can give residents a better quality of life. Planning trails in a responsible way which preserves and enhances natural resources ensures smart growth. • Trail networks are planned within a financially sustainable system that emphasizes maintenance over new trails and eventually has a dedicated funding stream for projects and programming.
Economic Growth	<ul style="list-style-type: none"> • Access to outdoor recreation provides an avenue for attracting economic growth through tourism and an increase in desirability/livability. • A robust outdoor recreation sector also creates new market opportunities for goods and services within the County.
Public Safety	<ul style="list-style-type: none"> • Thoughtfully planned trail improvements increase access to safe travel routes for non-auto users. • A comprehensive network of trails, connections, and formally recognized routes over existing roads enhances safety across a broad spectrum of user types.

Public Health	<ul style="list-style-type: none"> • Access to outdoor recreation provides low-cost, local opportunities for physical exercise and psychological relief. • Trail and recreation infrastructure creates venues for organized, community-based recreation and healthy living education and programs.
Environmental Stewardship	<ul style="list-style-type: none"> • Interaction with outdoor amenities engenders a sense of ownership of public spaces on behalf of the members of the community. • Trail and recreation infrastructure creates venues for organized, community-based stewardship programs and activities.

Economy

Community and Recreation Assets

Trails, pathways and access to public lands are important parts of an overall strategy for economic revitalization, building and strengthening of Delta County businesses.

“The County has always had and continues to have a strong agricultural base and natural resource base. In the face of recent decline and ongoing uncertainty in the natural resources extraction sector, residents see growing opportunities in many other economic sectors. It is broadly recognized that Delta County’s economic advantage is tied to its community and natural resources. Outdoor recreation on public lands is one of the county’s greatest assets both for attracting visitors and as a major contributor to quality of life. To become more competitive, Delta County must continue to invest in its community, agricultural and recreational assets.³”

Tourism and recreation-related revenues from trails come in several forms such as; opportunities in construction and maintenance, rentals (such as bicycles, kayaks, and canoes), services (such as shuttle buses and guided tours), historic preservation, restaurants, lodging and real estate value.⁴ Many studies demonstrate that parks, greenways and trails increase nearby property values. In turn, increased property values can increase local tax revenues and help offset greenway acquisition costs. “Active transportation projects generate direct, indirect and induced jobs. Improved walking and biking conditions improve the quality of life by making an area more attractive for business relocations and in-migration. Direct jobs are created from the engineering and construction process itself. Indirect jobs are those initiated through product and service industries required in the construction phase such as cement manufacturing, trucking, etc. Induced jobs are produced due to demand from local residents

³ Delta County Master Plan, 2018

⁴ “Studies show that homes located near bicycling and walking trails typically sell faster and at higher prices, and realtors often highlight the trails as an amenity.” - Shinkle, Douglas, and Anne Teigen. "Encouraging bicycling and walking: The state legislative role." National Conference of State Legislatures, 2008.

such as retail positions and food services specialists. Investments in active transportation can partly mitigate high unemployment rates through the potential to create jobs.⁵

Opportunities for marketing the availability of recreational trails should be considered. Trails that are easy to find and use, offer unique experiences, and have quantifiable distances and elevation gain will be more marketable. Furthermore trails are cost effective in comparison to other recreational facilities. They occupy minimal land and may be located in floodplains, utility corridors, irrigation canals, along roads, and in areas that cannot be developed. The simplistic nature of trails typically lends themselves to less maintenance than other recreational amenities.

Individual and Health Benefits

The personal and overall economic benefits of bicycling and walking can be significant.

- “From an individual perspective, walking and bicycling, either in combination with public transit or exclusively, are less costly than driving an automobile. Annual bicycle operation and maintenance cost approximately \$120, compared to \$13,950 per year for a car that is driven 15,000 miles, according to calculations at commutesolutions.org.⁶”
- Trails and active transportation networks are associated with greater levels of community health and lower levels of obesity. This leads to lower health care spending and a more resilient workforce.

By the Numbers

- Outdoor recreation directly supports 201,442 jobs in Colorado each year.
- Outdoor recreation (including hunting, fishing, wildlife watching and many other types of outdoor activities) contributes nearly \$34.5 billion to Colorado’s economy annually. Direct economic impacts of outdoor recreation total \$21 billion annually.
- “Colorado found that bicycling generates more than \$1 billion per year for the state. Colorado is a hot spot for bicycle manufacturing, which generated \$763 million in revenue. Other sources such as bicycle sales and tourism generated close to \$400 million.⁷”
- A National Association of Homebuilders study found that trails are the second most important community amenity that potential homeowners cite when choosing a new community. Trails were cited by 57 percent of prospective buyers in a 2004 survey by the association, ahead of public parks and outdoor pools.⁴ Additionally, the study found that “trail availability” outranked 16 other options including security, ball fields, golf courses, parks, and access to shopping or business centers. Those home-buyer preferences translate into increased property values and enhanced tax revenue for communities that incorporate trails into planning.

⁵ Active Transportation and Parks and Recreation, National Recreation and Park Association. Puentes, R. & Tomer, A. 2008. *The Road...Less Traveled: An Analysis of Vehicle Miles Traveled Trends in the U.S.* Washington, DC: Brookings Institution.

⁶ Shinkle, Douglas, and Anne Teigen. "Encouraging bicycling and walking: The state legislative role." National Conference of State Legislatures, 2008.

⁷ Shinkle, Douglas, and Anne Teigen. "Encouraging bicycling and walking: The state legislative role." National Conference of State Legislatures, 2008.

The economic impact of hunting and fishing has grown in Colorado from \$0.85 billion in 2004, to \$1.02 billion in 2008 and \$1.60 billion in 2012. Wildlife watching has grown from a \$0.53 billion industry in 2004 to \$0.70 billion in 2008 and \$1.32 billion in 2012.

Table S1. Total Economic Contribution of Outdoor Recreation in Colorado, by Region (\$millions)

	Northwest	North Central	Metro	Northeast	Southeast	South Central	Southwest	State
Output	\$9,284	\$8,295	\$3,630	\$385	\$1,053	\$4,142	\$2,173	\$34,514
Salaries & Wages	\$3,355	\$2,940	\$1,460	\$116	\$324	\$1,344	\$714	\$12,431
GDP Contribution	\$5,432	\$4,734	\$2,216	\$204	\$580	\$2,282	\$1,242	\$19,931
State/Local Taxes	\$697	\$582	\$259	\$34	\$97	\$341	\$182	\$2,404
Federal Taxes	\$718	\$619	\$295	\$25	\$70	\$258	\$148	\$2,546
Jobs	91,822	78,521	34,057	4,528	12,705	47,017	24,568	313,404

8

Safety

Safety regarding trails, pathways and active transportation networks has a twofold priority; to plan for and create trail systems that maximize public safety and risk management and to enhance safe and livable Delta Country communities.

Public Safety and Risk Management

To maximize healthy outdoor lifestyles users require a challenging, yet safe and maintained trail system within a risk management framework that includes standards and regulations for trail use. Risks of use should be clearly communicated to trail users through appropriate trail signage and educational information. Implementation of an effective trail maintenance program also promotes good risk management.

Enhancing Safe and Livable Communities

- “Roadway improvements to accommodate bicycles, such as the addition of paved shoulders, have been shown to reduce the frequency of certain types of motor vehicle crashes. “
- “Measures to reduce vehicle speeds, which can encourage greater pedestrian activity in residential or downtown shopping and business areas, also impact positively on motor vehicle safety.”⁹
- Trails can reduce crime and illegal activity through regular use and high visibility of users.
- Trails provide informal opportunities to meet and interact with neighbors creating comradery, a sense of place, community pride and protection.

⁸ The Economic Contributions of Outdoor recreation in Colorado: A regional and county-level analysis. Colorado Parks and Wildlife. Colorado Statewide Outdoor Recreation Plan. Southwick Associates, Fernandina Beach, FL. February 24, 2014.

⁹ Federal Highway Administration University Course on Bicycle and Pedestrian Transportation, Publication Number: FHWA-HRT-05-133, July 2006

- Neighborhoods where children can safely walk or bike to a park, school, or to a neighbor's home are generally also good places to live.¹⁰

Health

Trails and active transportation infrastructure will build healthier Delta County communities by encouraging physical activity as part of daily life.

Increased levels of bicycling and walking result in significant health and physical fitness benefits. Research has shown that even low to moderate levels of exercise, such as regular bicycling or walking, can reduce the risk of coronary heart disease, stroke, and other chronic diseases. Two-thirds of U.S. adults are overweight or obese, which increases the likelihood of serious health issues such as hypertension, diabetes, stroke and some forms of cancer. Health care spending averages approximately 30 percent of a state budget. Opportunities to bike and walk can help reduce health care costs, contribute to greater functional independence in later years of life and improve quality of life at every stage.¹¹ Bicycling and walking also can improve mental health; a 2007 study found that a 30-minute bike commute positively influenced men's mental health.¹²

Trails, pedestrian pathways and bike paths grant opportunities for people to walk, bike, jog and skate in safe places. Many trails located close to residential areas provide residents with free access to participate in physical activity.

Ecology

This trail plan works to maintain the ecological integrity of Delta County while providing trails and active transportation infrastructure.

Through careful planning and analysis trails and active transportation infrastructure can help to preserve wildlife, preserve habitat, protect water quality, manage storm water, preserve vegetation, and create useful barriers such as firebreaks. Furthermore, biking and walking in place of driving offers significant environmental benefits such as reduced air and water pollution. 60 percent of automobile pollution occurs within the first few minutes of operation, before the catalytic converter begins to work efficiently. Nationally, if 13 percent of trips less than three miles were taken by foot or 9 million tons of carbon dioxide could be eliminated from America's air each year.

- Planning and creating appropriate supporting amenities like trailheads/access points and regulations regarding use.

¹⁰ Benefits of Trails & Greenways. National Park Service U.S. Department of the Interior Rivers, Trails & Conservation Assistance Program PWR

¹¹ Federal Highway Administration University Course on Bicycle and Pedestrian Transportation, Publication Number: FHWA-HRT-05-133, July 2006

¹² Shinkle, Douglas, and Anne Teigen. "Encouraging bicycling and walking: The state legislative role." National Conference of State Legislatures, 2008.

- Deliberate strategies and actions will recognize and respect the importance of protecting sensitive areas like winter range habitat for deer and elk, and will develop initiatives to enhance the ecological values of the system.
- Community education can help encourage residents to travel by foot or bike.
- Education efforts can also help encourage stewardship and responsible use of trails.

Recreation

Trails provide accessible and affordable outdoor resource for many forms of recreation to a wider user group.

- Trails greatly increase community access to nature, cultural and historic landscapes.
- Trails make communities better places to live by preserving and creating open spaces for recreation.
- Trails provide new opportunities for outdoor recreation and non-motorized transportation.
- Trails also provide a unique facility to serve a diverse population of a community that may otherwise have limited opportunities to access natural areas due to financial or transportation constraints.
- Trails provide affordable exercise and recreational opportunities within the community.

Page Intentionally Left Blank



03

PROJECT PROCESS AND PUBLIC OUTREACH

03: PROJECT PROCESS AND PUBLIC OUTREACH

Project Process and Phases

This master plan is intended to be a reflection of the community's priorities and values, and is built on extensive public and stakeholder outreach and feedback. The process included ten phases/milestones:

- 1) Stakeholder identification
- 2) Data collection and evaluation
- 3) Individual stakeholder outreach
- 4) Public Open House #1 – existing conditions and community values
- 5) Summary reporting to Planning Commission
- 6) Draft text and potential projects/priorities
- 7) Public Open House #2 – potential projects/priorities, grounding principles
- 8) BOCC / Planning Commission work session: refined text and maps
- 9) Final Plan development: refined text and maps
- 10) Plan adoption

Genuine engagement of the public, stakeholder groups, and public lands management agencies is foundational to the process and outcomes of this plan. In the early stages of the planning process, a stakeholder outreach list was compiled, with individual contacts made via phone, email, and in-person meetings. The stakeholder list attempted to cover the broad spectrum of users and overseers of the (primarily public) lands studied. Early meetings with motorized and non-motorized user groups, and coordination with individual municipalities and advocacy groups guided the development of the existing conditions maps and the draft potential projects and priorities lists.

DHM initiated the project process by conducting a detailed compilation of existing trails and recreation resources in the Delta County. DHM met with and gathered available data from Delta County Staff, Bureau of Land Management (BLM), U.S. Forest Service (USFS), Colorado Parks and Wildlife (CPW) and Dave Armlovich (GIS consultant and retired USFS) to inventory, collect and compile data on all existing trails, parks, recreation areas and infrastructure located throughout Delta County. Additional data for proposed and existing trails was provided by Delta Area Mountain Bikers (DAMB), Thunder Mountain Wheelers, and the Western Slope Conservation Center (WSCC). The data collected was used to create a comprehensive, single GIS database profile and GIS base maps (See Existing Conditions, Appendix A). The maps created were used for analysis and review of existing recreational trail assets and to identify future recreational trail and infrastructure opportunities and constraints, and were utilized at the first public open houses.

Public and Stakeholder Process

Numerous tools were used to communicate with the public regarding opportunities to provide feedback and contribute to the plan, including printed newspaper advertisements, a project web site, social media, radio underwriting, and direct email and telephone invitations.

As part of the early planning process the consultant team conducted meetings and interviews with identified stakeholders, user groups, and individuals within the community to bring a high level of constructive citizen and stakeholder engagement to this project including assisting with the

development of goals and priorities for the plan. Following the initial data collection and inventory mapping, the public-at-large was invited to attend an open house series – one held in Hotchkiss and one in Delta – to review and comment on the existing inventory maps, and to provide feedback about new trail and support infrastructure that may be important in the future of trails development in the County. Attendees were encouraged to add comments to the physical maps and to fill out a survey questionnaire.

Federal and State Agency, Stakeholder Coordination and Information Gathering

In addition to the map data provided, DHM also reviewed countywide travel access plans, BLM resource management plans, and the USFS Grand Mesa, Uncompahgre, and Gunnison Forest Management plans. The consultant team held meetings with BLM and USFS staff to review and discuss these plans and how the Delta Recreation and Trails plan would respond to existing plans and inform future planning efforts.

Numerous stakeholder meetings throughout the process included:

- Samantha Staley (USFS Planner)
- Edd Franz (BLM Outdoor Recreation NCA Manager)
- Julie Jackson (BLM Recreation Planner)
- Brian Magee (CPW Landuse Coordinator - Southwest Region)
- Andrew Taylor (CPW District Wildlife Manager)
- Heath Kehn (CPW SW Region Deputy Regional Manager)
- Kathleen Sickles (Town Administrator - Cedaredge)
- Wendall Koontz (Mayor of Hotchkiss)
- Anita Evans (Nature Connection, Hotchkiss)
- Ken Knight (Town Administrator, Paonia)
- Delta County Livestock Association
- Delta Area Mountain Bikers (DAMB)
- Thunder Mountain Wheelers
- Alex Johnson (Executive Director Western Slope Conservation Center)
- Jake Hartter (Watershed Coordinator, Western Slope Conservation Center)
- Jeff Wright - Delta County Emergency Management Director
- Kim Shay - Delta County Search and Rescue
- North Fork Trails Advocacy Group (NFTAG)
- Delta School District

Following the initial public open house, trends and priorities were developed based on the feedback received through the outreach and open house efforts. This information was summarized in an initial public comment findings summary, which is attached to this master plan as Appendix B.

The preliminary mapping created in response to the outreach process was then shared with stakeholder and staff for review and comment; refined maps were then used in a second public open house series, held in Orchard Mesa and Paonia, in late January of 2018. At that time a draft narrative including the grounding principles, potential projects, areas of interest, and priorities (by study area) were included with the maps. These products were also posted to the project web site, with an email blast inviting the public to review and comment on the draft products. The questionnaire used at the second open house was converted to a web-based survey accessible via the project web site.

Prior to the second open house series the maps, map narratives and plan recommendations were shared with land management agencies and other stakeholders. The documents were revised in response to initial feedback and presented in two open houses in late January 2018. The second open houses were held in Orchard City and Paonia.

The results of the second open house series, and web-delivered responses, were compiled and appended to the public comment summary. Further coordination with stakeholders and land managers following the open houses aided in distilling public sentiment against land management goals. Refinements to the maps and written products were then made to respond to the overarching trends from the public comment and to correct errors as identified by stakeholders and the public. The result of this process was a draft of the Master Plan text and map documents, submitted to the Delta County Planning Commission and Board of County Commissioners in March 2018.



04

BACKGROUND AND CONTEXT

04: BACKGROUND AND CONTEXT

Study Area Overview

This section provides a general overview of the planning sectors for Delta County. This plan references the 2018 Delta County Master Plan; see that document for more detailed planning sector information.

Geography

Delta County covers 1,157 square miles of the Gunnison and Uncompahgre River valleys in west central Colorado in a geographic area generally known as the Western Slope. The county has unique and diverse landforms and topography including Grand Mesa, “adobe” badlands, Escalante and Dominguez Canyons, the North Fork of the Gunnison River, Gunnison River and Uncompahgre River, flat irrigated farmlands, and the West Elk Mountains. The elevation within Delta County ranges from 4,000 to over 11,000 feet.

Delta County borders Gunnison, Montrose and Mesa counties. The county is named for the confluence of the Gunnison and Uncompahgre Rivers, which meet at the County Seat of Delta, the most populous city in the county. Additional towns include Cedaredge, Crawford, Hotchkiss, Orchard City and Paonia. There are four unincorporated communities; Austin, Cory, Eckert and Lazear.

Economy

Historically Delta County has been based on agriculture and mining. Although mining has significantly declined in the 21st century it remains embedded in the community culture of the County. Agriculture remains an important and vital part of the culture and history of Delta County. The county contains more than 250,000 acres of farmland. Delta County is one of the top fruit-producing counties in the state, and also ranks high in sales of vegetables, potatoes, milk, poultry, eggs, and sheep products¹. Recreation and tourist based economies are on the rise state-wide and within Delta County.

Population

Delta County’s population is on the rise with an influx of retirees, migrants, and those seeking a high quality affordable community on the Western Slope. The County’s population grew by about 2% between 2015 and 2016, and is projected to grow by 38% by the year 2050. Nearly half of that population change is expect to be through in-migration of new residents into the County.²

Natural Resources

Fifty-five percent of the county’s 740,000 acres of land is federally owned and managed by the Grand Mesa, Uncompahgre and Gunnison National Forest and the Uncompahgre Field Office of the Bureau of Land Management. This land contains multiple wilderness and national conservation areas and several State Wildlife Areas. There are two state managed areas, Crawford State Park and Sweitzer Lake State Park. These public lands provide ample acreage for recreation activities for residents and tourists.

¹ <https://coloradoencyclopedia.org/article/delta-county>

² Colorado Department of Local Affairs State Demography Office, 2017

The geographic location of Delta County within two river valleys has made it an ideal setting for a diversity of agriculture practices. Forestry and mineral extraction, especially coal, have also played an important role in the growth and economy of the county. Controlled grazing, lumber production, recreational activities, hunting and wildlife viewing, and mineral extraction all occur on Delta County public lands.

Cultural Resources

Delta County has a rich history and a wealth of cultural resources. Cultural preservation, celebration and heritage tourism are important for the economy and perpetuation of heritage within Delta County. Delta County contains major portions of one National Historic Byway, the Old Spanish National Historic Trail, one National Scenic Byway, Grand Mesa Scenic and Historic Byway and one state Scenic and Historic Byway, the West Elk Loop. Additionally Pioneer Town and Fort Uncompahgre celebrate and maintain the history of Delta County. The historic and current culture of Delta County is the embodiment of the character and story of the American West, and is a valuable asset on its own merit.

Government

Delta County has thirty-three separate governmental taxing entities, an additional twenty-five private water providers, and the presence of numerous state and federal agencies including BLM, Forest Service, and USDA. Delta County has no zoning regulations.

Delta County is made up of six municipalities. Each municipality has its own governing body. County wide governance relies on citizen participation and advisory groups. County commissioners meet quarterly with locally elected officials to confer and coordinate common solutions. Regional coalitions also exist to address specific issues. Public services are provided by many governmental and private entities throughout the County.

Federal Lands, 54.8%

State Lands, 1.2%

Private Lands, 43.6%

Community Infrastructure and Services

See the 2018 Delta County Master Plan.

Transportation Networks

See the 2018 Delta County Master Plan.

Existing Conditions and Recreation/Trail Assets -

“Delta County residents identify access to public lands and the activities that they participate in on public lands, whether it be for commerce or pleasure, as critical to their overall quality of life. Access to all public lands and waterways is a shared value in the county and is the top priority. Supporting infrastructure such as directional signage, trailheads, parking, restrooms, picnic areas and campground are critical for the long-term viability and attractiveness of our public lands.”³

“The County has a lack of multi-modal transportation. Developing multi-modal transportation will be a challenge given the rural nature of the County. However, as we face growing and changing needs of the community such as an aging population and an influx of young families, the County needs to evaluate its transportation plans and policies. Community members have clearly expressed a desire for more bike friendly transportation routes, such as increasing road width and paving road shoulders.”⁴

The county enjoys access to a broad array of landscape types and vast acreage of public lands. With the exception of individual municipalities and Delta County School District properties, the County’s recreational assets are located on federal and state public lands. Trails, mining/logging roads, livestock access routes, and river access provide numerous opportunities for access to recreation. In many cases, however, the infrastructure and/or management of recreation access is limited, and knowledge of access high-quality trails and routes is often limited to individual user groups. Additionally, within individual municipalities, non-automobile routes connecting public amenities, facilities, and services is discontinuous or altogether lacking.

Wildlife and Fisheries

Introduction

The protection and preservation of wildlife and fisheries as part of the development of recreational trails in Delta County is a high priority for the general public, stakeholder groups and County officials. The Delta County Recreational Trails Plan is supportive of the vision and goals of Colorado Parks and Wildlife’s (CPW) 2016-2026 Statewide Trails Strategic Plan and the CPW 2015 Strategic Plan. With regards to environmental resources and trail development, the plans intent is to clearly communicate expectations for projects with the goal of sustainable trails that protect the environment, especially habitats and sensitive species, and recognize the importance of natural resources conservation, including wildlife and habitat, in conjunction with trail recreation, in the design, construction, maintenance, and enjoyment of trails⁵. Wildlife and wildlife resources provide a variety of recreational opportunities and economic contributions to the County as a whole. A recent study, Southwick and Associates (2014) quantified the total economic contribution of hunting to Delta County as \$7.3 million

³ Ibid. Page 13

⁴ Ibid. Page 11-12

⁵ 2016-2026 Statewide Trails Strategic Plan. Strategic Goals and Objectives

annually. This is a sustainable economic contribution to the County if quality hunting areas and the big game they support are maintained.

Federally Threatened and Endangered Species

The Endangered Species Act (ESA) of 1973, as amended, and its implementing regulations were designed to protect and recover species in danger of extinction and the ecosystems that they depend upon. The ESA is jointly administered by the Secretaries of the Interior and Commerce. The U.S. Fish and Wildlife Service (FWS) is responsible for terrestrial and freshwater species. The FWS is responsible for listing species under their authority as threatened or endangered as appropriate. If an agency determines that a proposed action may affect one or more listed species, it must formally consult with the Service office or offices responsible for the affected species. The federally listed species in Delta County are shown in table 1 below.

Table 1. Federally listed species in Delta County

Group	Common Name	Scientific Name	Status
Birds	Yellow-billed Cuckoo	<i>Coccyzus americanus</i>	Threatened
Birds	Gunnison sage-grouse	<i>Centrocercus minimus</i>	Threatened
Fishes	Colorado pikeminnow (=squawfish)	<i>Ptychocheilus lucius</i>	Endangered
Fishes	Greenback Cutthroat trout	<i>Oncorhynchus clarki stomias</i>	Threatened
Fishes	Razorback sucker	<i>Xyrauchen texanus</i>	Endangered
Fishes	Humpback chub	<i>Gila cypha</i>	Endangered
Fishes	Bonytail chub	<i>Gila elegans</i>	Endangered
Flowering Plants	Colorado hookless Cactus	<i>Sclerocactus glaucus</i>	Threatened
Flowering Plants	Clay-Loving wild buckwheat	<i>Eriogonum pelinophilum</i>	Endangered
Mammals	Canada Lynx	<i>Lynx canadensis</i>	Threatened
Mammals	North American wolverine	<i>Gulo gulo luscus</i>	Proposed Threatened
Source: USFWS Environmental Conservation Online System https://ecos.fws.gov/ecp0/reports/species-by-current-range-county?fips=08029			

Wildlife Species

Delta County contains large acreages of high quality wildlife habitat that support a variety of species. CPW Species Activity Mapping Data (SAM), shows a total of 45 different mapped species located in Delta County including Elk, Mule deer, Desert Bighorn Sheep, Black Bear, Mountain Lion, Turkey, Gunnison Sage Grouse, Boreal Toad and a variety of snake and lizard species. Additionally, there are 122 different mapped habitat use types located in Delta County including winter and summer concentration areas, severe winter range, and production areas for several key species. A full list of species and habitat use types is included in the Appendix.

Fisheries

The Gunnison River in the Black Canyon and Gunnison Gorge is a Gold Medal wild trout fishery that stretches over 40 miles from Crystal Reservoir to the town of Austin and provides many diverse wading and float fishing opportunities for Rainbow trout (*Oncorhynchus mykiss*) and Brown trout (*Salmo trutta*). In addition to sport fish, the Gunnison River is home to a variety of native fish species including the Flannelmouth Sucker (*Catostomus latipinnis*), Bluehead Sucker (*Catostomus discobolus*), and Roundtail

Chub (*Gila robusta*)⁶. There is significant public river access from the Gunnison Gorge Recreation Areas to the Town of Austin. Public access is currently limited from the Town Austin to the City of Delta and further downstream. The North Fork of the Gunnison runs from Paonia Reservoir to the confluence with the mainstem at Pleasure Park. The North Fork contains Rainbow trout, Brown trout, and Brook trout (*Salvelinus fontinalis*) as well as Flannelmouth and Bluehead Suckers. The Uncompahgre River runs from Ridgeway Reservoir to Delta where it joins the Gunnison River at Confluence Park. There is little information on fish species on the Uncompahgre through Delta County, water quality from excess agricultural runoff has impacted water quality greatly in this section. In addition to rivers, Delta County has countless miles of creeks and streams and numerous reservoirs, lakes and ponds that support a wide variety of fish habitat and species.

Potential Trail Use Impacts

Trail-related recreation and trail development can potentially affect a variety of wildlife, fish and plants and other natural resources directly and indirectly. Impacts to wildlife from trail use are most often associated with increased direct disturbance and displacement from optimal habitat. When elk and deer are disturbed by trail and/or other activity, they increase their daily activity levels and movements and reduce the time spent feeding or resting (Naylor et al 2009, Wisdom et al 2004). This increased energy demand, decreased forage intake and displacement to areas with poorer quality forage result in decreased body condition, which affects individual health, survival and reproduction (Bender et al 2008) and an effectively decreased carrying (Taylor and Knight 2003) (Miller et al 2001, Anderson 1995) Elk and deer generally do not habituate to hiking or mountain biking (Wisdom et al 2004, Taylor and Knight 2003)³. Without careful trail planning for new trail development and maintenance of existing trails, sedimentation and erosion can have significant impacts on water quality which can negatively impact fisheries. Direct and indirect impacts to soils and vegetation can also occur from improper planning and maintenance of recreational trail systems.

The general public and CPW are concerned that additional /trail development and use in Young's Peak (Map 5), McDonald Mesa (Map 6), Jumbo Mountain and Elephant Hill Lone Cabin (Map 7) Areas of Interest is likely to cause significant impacts to wintering mule deer and elk. Some deer and elk herds⁷ wintering at lower elevations in Delta County are migratory and come from the surrounding Counties of Pitkin, Montrose, Mesa, and Gunnison. These herds have regional economic significance.³

Big game winter habitats and migratory corridors are known to be a limiting factor on big game populations in western Colorado and other high mountain areas of the western United States (Sawyer et al. 2009, Bishop et al. 2009, Bartman et al. 1992). The protection of mule deer winter range habitat is one of the foremost management objectives in the Colorado West Slope Mule Deer Strategy (2014), which was developed with the public. Winter range and movement corridors are important for a variety of reasons, including:

⁶ Kowalski, Dan A. Colorado River Aquatic Resource Investigations. Federal Aid Project F-237-R21.

^{3;4;5;6} Brian Magee (CPW) letter to Jason Jaynes (DHM). February 2018. *Delta County Recreation Master Trails Plan*

1. Lower elevations tend to concentrate deer and elk during winter months due to an influx of migratory animals as snow accumulates at higher elevations.
2. Mule deer and elk typically display high site fidelity to winter range, preferring to use the same areas year-after-year. CPW maps these areas as winter range, severe winter range and winter concentration areas for elk and deer.

Big game winter range provides essential forage and thermal cover to help mule deer and elk minimize energy expenditure. Mule deer and elk are in a nutritional negative energy balance during the winter months, making energy conservation critical for calf and fawn survival and adult female reproductive success.⁴

Additionally, bighorn sheep utilize much of the Dominguez Escalante and Gunnison Gorge NCA's. CPW mapped habitat includes summer and winter range, migration corridor's and reproduction areas. Considerations for development within desert bighorn sheep habitat and should be managed appropriately and allowable uses to should meet the Colorado Standards for Public Land Health and to support bighorn sheep population objectives identified in CPW herd management plans.

Potential Agricultural Conflicts/Game Damage from trail displacement

Displacement of mule deer, elk and big horn sheep from public lands to adjacent private lands can lead to an increase in agriculture/wildlife conflicts including conflicts with sheep dogs. Most studies on displacement and avoidance distances for mule deer, elk and big horn sheep from trail-based recreation suggest between 100m-1500m of displacement.

CPW Summary of Recommendations

- Limit the densities of trails to existing routes in Jumbo and Young's Peak Areas of Interest;
- No expansion of motorized or non-motorized trails/routes in the Young's Peak, Elephant Hill/ Lone Cabin, Jumbo Mountain, and McDonald Mesa Areas of Interest;
- Implement winter seasonal closures for existing trails on Jumbo Mountain and Young's Peak Areas of Interest;
- Keep trails and parking areas away from wildlife and livestock water developments;
- Involve local DWMs and Biologists to draft and review the trail plan specifics;
- Minimize redundant routes and decommission non-system routes in the Triangle;
- Minimize trails below and directly above canyon rims including a buffer away from the rim;
- Focus on existing trail maintenance.

Overall Summary of Recommendations

This plan supports the recommendations of CPW as outlined above. Although the recommendations are restrictive to recreation and trail development in specific areas, these areas often include existing use, access and routes; other areas not indicated as susceptible to negative impacts by trail development are identified and prioritized in the Plan.

Land Management and Use Types

Summary land management information is presented here. For fuller land management analysis, see Appendix C of this document.

BLM Administered Surface Lands and Federal Mineral Estates

The Bureau of Land Management (BLM) is the federal agencies responsible for managing 258 million acres of land--about one-eighth of the land in the United States--and approximately 700 million acres of subsurface mineral resources. The Bureau of Land Management administers more surface land and more subsurface mineral estate than any other government agency in the United States. Most of the lands the BLM manages are located in the western United States, including Alaska, and are dominated by extensive grasslands, forests, high mountains, tundra, and deserts. The BLM manages a wide variety of resources and uses, including energy and minerals; timber; forage; wild horse and burro populations; fish and wildlife habitat; wilderness areas; archaeological, paleontological, and historical sites; and other natural heritage values.

The BLM's mission, which is principally defined by the Federal Land Policy and Management Act of 1976 (FLPMA for short), directs the agency to carry out a dual mandate: that of managing public land for multiple uses while conserving natural, historical, and cultural resources. In the language of FLPMA, the BLM is to administer public lands "on the basis of multiple use and sustained yield" of resources. Except in areas specifically set aside for conservation purposes, the BLM must multitask to manage a myriad land uses, some of which may appear to conflict with other uses or resources. Multiple uses under BLM management include renewable energy development (solar, wind, other); conventional energy development (oil and gas, coal); livestock grazing; hardrock mining (gold, silver, other), timber harvesting; and outdoor recreation (such as camping, hunting, rafting, and off-highway vehicle driving).

The priorities of the Department of the Interior are to⁸:

- Make America Safe through Energy Independence (encouraging environmentally responsible development of energy and minerals on public lands);
- Make America Great through Shared Conservation Stewardship (by working with our partners to promote multiple-use on public lands);
- Make America Safe – Restoring Our Sovereignty (through effective management of the borderlands and cooperation with the Department of Defense on public land issues);
- Get America Back to Work (by promoting job creation and supporting working landscapes); and
- Serve the American Family (by being good neighbors, supporting traditional land uses such as grazing, and providing access to hunting, fishing, and other recreational opportunities).

The BLM manages 8.3 million acres of public lands and 27 million acres of federal mineral estate in Colorado. Most of the BLM public lands are concentrated on Colorado's Western Slope. In 2015, all activity on BLM lands contributed \$5.4 billion to Colorado's economy. Statewide, more than 23,500 jobs are tied to activities on BLM public lands. Colorado's economic health is supported by ranching, energy

⁸ BLM.gov/basic/national-priorities

development, recreation and tourism on public lands. In Fiscal Year 2016, oil and gas development on public lands directly contributed \$796 million to Colorado's economy. BLM Colorado received more than \$98 million in federal revenues, including royalties, rents and bonus bids, from oil and gas development on public lands. The State of Colorado receives 49 percent of these revenues.

In Colorado, the BLM manages three national conservation areas, 53 wilderness study areas, five wilderness areas and two national monuments so they may be preserved for their cultural, ecological and scientific values. The intent of the BLM's recreation-focused laws, policy, and guidelines is to meet public demand for outdoor land- and water-based recreation opportunities, while preventing or minimizing adverse impacts on the natural and cultural resources on BLM-administered lands in Colorado.

In Delta County, the BLM manages a large portion of land through the Uncompahgre Field Office. This includes two National Conservation areas (Dominguez-Escalante and Gunnison Gorge) discussed in the following section, *National Conservation Lands*.

Uncompahgre Planning Area

The planning area includes all lands, regardless of jurisdiction, within the planning area boundaries. However, the BLM makes decisions on only those lands and federal mineral estate that it administers (the decision area). The Uncompahgre Resource Management Plan planning area includes BLM; US Department of Agriculture (USDA), Forest Service (Forest Service); US Department of the Interior, National Park Service (NPS); State of Colorado lands; and private property. It totals approximately 3.1 million acres in Delta, Gunnison, Mesa, Montrose, Ouray, and San Miguel Counties in southwestern Colorado. The planning area also includes 2,234,670 acres of federal mineral estate. The Uncompahgre RMP decision area includes 675,800 acres of BLM-administered lands, which includes withdrawn lands. While there are over 2.2 million acres of federal mineral estate in the planning area, there are 971,220 acres of federal mineral estate in the decision area.

The planning area receives around 320,000 visits per year (BLM 2009d). Visitors utilizing the planning area for recreation come from not only the local area (including cities such as Montrose and Delta and smaller communities such as Ridgway and Paonia) and other regions of Colorado, but also from other national and international locations.

The study area supports a wide range of users, economic pursuits, recreation types and land/land management types.

- Outdoor Recreation Service Providers
 - Information and Marketing such as local chambers of commerce
 - Outdoor gear providers, rentals and retail
 - Outfitters, hunting, fishing, boating, rock climbing
 - Recreation based tourism, food, fuel, goods, lodging
- Two SMRAs exist in the planning area, neither is within Delta County.
- There are no ERMA's in the decision area.

Recreation Visits have increased in the last decade, participation in some recreational activities has substantially increased. These activities include OHV travel, camping and picnicking, hunting, nonmotorized travel, pleasure driving, and nonmotorized winter activities. Increased recreation use is attributed to population growth, local marketing efforts, and a desire by local residents and visitors to enjoy a healthy, outdoors-oriented lifestyle.

Five key issues are causing the setting character of the planning area to change:

- Population growth and changing demographics;
- Changing public expectations and demand for outdoor recreation opportunities, especially for dispersed recreation;
- Increased energy development;
- Close proximity of BLM-administered lands to private property and the growing use of public lands as a backyard recreation destination; and
- Technological advances in OHVs as well as better outdoor equipment and clothing.

Popular recreation opportunities in the planning area include hunting, fishing, whitewater rafting, OHV use, canoeing, kayaking, camping, hiking, backpacking, mountain biking, horseback riding, rock climbing, photography, and scenery and wildlife viewing. Recreation activities have increased in most areas since the 1985 and 1989 RMPs were adopted, with the greatest increase in OHV use, mountain biking, river recreation use, and rock climbing. In accordance with BLM's multiple-use mandate, per FLPMA, the agency seeks to provide recreational opportunities that include dispersed, organized, competitive, and commercial uses. Recreation in the planning area is managed primarily through licensing, permit fees, and enforcement of federal regulations.

Most developed local trail systems are cooperatively administered with communities and community groups. Each partner shares responsibility for the development, administration, and maintenance of local trail systems. For the past several years OHV trails have been managed in cooperation with the Colorado State Parks State Trails Program.

The majority of the existing route system in the decision area was not built with consideration for sustainability, resource concerns or conditions, or recreation experiences. Most routes either follow historic routes, such as those for grazing, mining, timber, or administrative access, or were user created. Many routes were not necessarily intended to be left open for recreational use. As a result, these trails do not always provide desirable recreation experiences and can have unmitigated impacts on natural or cultural resources. The existing travel network, especially those routes lacking professional design, is expected to cause increasing impacts on natural and cultural resources.

Increased transportation demands for non-recreational uses, such as oil and gas exploration and development and livestock grazing, have greatly affected recreation travel in some areas. Recreation experiences can suffer when transportation systems for other uses are increased or created.

OHVs commonly used in the planning area include off-road motorcycles, all-terrain vehicles, utility terrain vehicles, jeeps, specialized 4-by-4 trucks, and snowmobiles. Current OHV use exceeds historic

levels and new, more-powerful vehicles are capable of accessing steeper and rougher terrain. In the past, visitors drove principally Jeeps, trucks, and motorcycles. Today the BLM has seen an increase in use of OHVs of all types and sizes. Increased visitation and the use of more-powerful vehicles have contributed to the widening, deepening, braiding, and eroding of some existing vehicle routes, and an increasing number of hill-climb, play, and camping areas.

Other modes of travel include mountain biking, cross-country skiing, snowshoeing, horseback riding, pack animal driving, hiking, boating, hang-gliding, paragliding, ballooning, and wheelchairs. The type and amount of use and the location of roads and trails influence physical, social, and administrative recreation setting and the overall quality of the recreation experience. Hiking, bicycling, and horseback riding have generally been increasing throughout the planning area, with pockets of growth concentrated along the urban interface (BLM 2009d). Foot and horse travel is not limited to existing or designated routes and areas closed to motorized use and seasonal closures currently do not apply to foot, horse, or bicycle travel.

Recreation Management Areas:

Recreation Management Areas are units of BLM-managed land where certain types of recreation are per the BLM Manual 8320.06(C)(3) “recognized as a primary resource management consideration and specific management is required to protect the recreation opportunities.” The Federal Land Policy and Management Act (FLPMA) directs the BLM to inventory for recreational values. Currently there are no RMAs within Delta County although several have been proposed by various management plans including a Jumbo Mountain SRMA and North Delta ERMA.

Special Recreation Management Areas (SRMAs) - Administrative units where the existing or proposed recreation opportunities and recreation setting characteristics are recognized for their unique value, importance and/or distinctiveness, especially as compared to other areas used for recreation. SRMAs are managed to protect and enhance a targeted set of activities, experiences, benefits, and desired recreation setting characteristics. Supporting management actions and allowable use decisions are required to:

- Sustain or enhance recreation objectives
- Protect the desired recreation setting characteristics

Constrain uses, including non-compatible recreation activities that are detrimental to meeting recreation or other critical resource objectives (e.g., cultural or threatened and endangered species).

Extensive Recreation Management Areas (ERMAs) - administrative units that require specific management consideration in order to address recreation use, demand or recreation and visitor service program investments. ERMAs are managed to support and sustain the principal recreation activities and the associated qualities and conditions of the ERMA. Management of ERMA areas is commensurate with the management of other resources and resource uses. Supporting management actions and allowable use decisions must facilitate the visitors’ ability to participate in outdoor recreation activities and protect the associated qualities and conditions. Non-compatible uses, including some recreation activities, may be restricted or constrained to achieve interdisciplinary objectives.

National Conservation Lands

Managed by the Bureau of Land Management, National Conservation Lands are designated by Congress and the President to conserve special features under the National Landscape Conservation System. The BLM manages public lands for the benefit of current and future generations, supporting conservation as a part of the BLM's multiple-use mission.

Dominguez/Escalante National Conservation Area

The 210,172-acre Dominguez-Escalante National Conservation Area, which includes the 66,280-acre Dominguez Canyon Wilderness, was created by the 2009 Omnibus Public Lands Management Act and is part of the Bureau of Land Management's National Conservation Lands. The NCA contains spectacular red-rock canyons within the Uncompahgre Plateau. 30 miles of the Gunnison River flows through the NCA and four major creeks flow through the area; Escalante, Cottonwood, Little Dominguez and Big Dominguez. There are significant geologic resources within Unaweep Canyon. The old Spanish National Historic Trail goes through the NCA. The NCA hosts a variety of animals and plants. The Dominguez/Escalante National Conservation Area (D-E NCA) is part of the BLM's National Conservation Lands and is an administrative unit within the BLM's Southwest District. The southwest boundary of the NCA planning area borders the Uncompahgre National Forest. The northwest boundary runs along Colorado Highway 141 and includes approximately 10 miles of the Tabeguache-Unaweep Scenic and Historic Byway. The northeastern boundary is defined by U.S. Highway 50 and adjacent private lands, while the southeastern boundary is defined by Delta-Nucla (25 Mesa) Road, which runs south to the national forest boundary. Elevations within the NCA range from approximately 4,700 feet to over 8,200 feet above sea level, resulting in great biological, geological, and topographical diversity.

List of recreation areas:

- Gunnison River: The relatively flat stretch of river between Escalante Canyon and the mouth of the Dominguez Canyon is attracting increasing numbers of commercial and private boaters, with its unprecedented views of stunning red-rock canyons and wildlife viewing opportunities. Nearly 30 miles of the river flow through the NCA. Campsites are marked and available along the river.
- Escalante Canyon: Escalante Canyon includes the Potholes Recreation Area, popular with extreme kayakers in the spring and picnickers in the summer. Restrooms and picnic tables are available for day-use recreation as well. The Escalante Canyon Area of Critical Environmental Concern (ACEC) contains sensitive plant species, natural seeps, and several globally-unique plant associations including beautiful hanging gardens of small-flowered columbine and Eastwood's monkeyflower. A 15-mile county road offers visitors a trip back to pioneer days through Escalante Canyon's "Red Hole in Time" (popularized by local author Muriel Marshall. The road provides easy vehicle and viewing access to historic cabins and trails, rock walls with early settler and Native American inscriptions, and spectacular geologic formations. Sawmill Mesa: Immediately adjacent to the town of Delta, this area provides critical motorized links to the Uncompahgre National Forest. The Delta-Nucla/25-Mesa Road borders the NCA on the southeast and connects Delta to Nucla and the Divide Road, which follows the spine of the Uncompahgre Plateau. Sawmill Mesa Road and Dry Mesa Road provide Forest Service access to

hunting in the fall and 4 wheel drive, ATV, and mountain bike access spring, summer, and fall. This area is rich in history, providing the only access route for settlers in Escalante Creek to Delta in the 1800s and early 1900s.

- Escalante Triangle Recreation Management Zone: This RMZ is within the Sawmill Mesa ERMA as is specially managed for mountain biking with the proposed development of a loop trail and possible camping facilities.
- Hunting Grounds: West of Hwy 50 and east of the Gunnison River this area is rich in cultural heritage resources and a popular location for dispersed recreation. The area was the traditional hunting area for Ute and Fremont Indians that migrated and hunted through the area. The area provides valuable opportunities for many different forms of recreation, particularly OHV and horseback riding.
- The Old Spanish National Historic Trail recognizes the land route traveled by traders from 19th-century Mexico - today's New Mexico - and California. From 1829 to 1848, this trail was the shortest-known route from Santa Fe to Los Angeles, through red-rock mesas, below snow-capped peaks, and fording untamed rivers, following a loose network of Native American footpaths across the Colorado Plateau and Mojave Desert. Old Spanish National Historic Trail is composed of three main routes: the Main Route, the Armijo Route, and the North Branch. Use would depend on peril, weather, or simple opportunistic stops.

Gunnison Gorge National Conservation Area

The NCA consists of 62,844 acres of public land managed by the BLM Uncompahgre Field Office under the 2004 Gunnison Gorge National Conservation Area Resource Management Plan. Initially designated through the Black Canyon of the Gunnison National Park and Gunnison Gorge National Conservation Area Act of 1999 (Public Law 106-76), the Black Canyon of the Gunnison Boundary Revision Act of 2003 (Public Law 108-128) expanded the NCA from 57,725 acres to its current size of 62,844 acres. The NCA has a diverse landscape ranging from adobe badlands to rugged pinion and juniper-covered slopes. At the heart of the NCA, the Gunnison Gorge Wilderness Area encompasses a spectacular black granite and red sandstone double canyon formed by the Gunnison River.

List of recreation areas in Delta County:

- Numerous trails/trailheads, multi-use routes, river access points, campgrounds throughout the NCA.
- Gunnison Gorge Wilderness Area: Gunnison Gorge Wilderness Area is managed for challenging whitewater boating, Gold Medal trout fishing and backcountry experiences.
- Smith Mountain Recreation Site
- Orchard Boat Ramp
- Cottonwood Grove Campground

Wilderness

Wilderness is a legal designation outlined in the Wilderness Act of 1964. This designation offers long-term protection and conservation of landscapes, natural values, habitat and sources of clean water on

public lands while also focusing on unique features of particular wilderness areas. These special places have little to no human made improvements and are managed to maintain their primitive character. The National Wilderness Preservation System is made up of individual Wilderness areas that share a common management vision toward preserving naturalness, limiting the influence of man and providing outstanding opportunities for solitude or a primitive and unconfined type of recreation.

Gunnison Gorge Wilderness Area

Gunnison Gorge Wilderness is comprised of 17,700-acres north of the Black Canyon of the Gunnison National Park. It is the second BLM-administered wilderness in Colorado.

Dominguez Canyon Wilderness Area

The Dominguez Canyon Wilderness is a 66,280-acre expanse located in the heart of the Dominguez-Escalante National Conservation Area. Made a Wilderness Area in 2009, Dominguez Canyon is replete with cultural and natural resources.

Wilderness Study Areas

Only the U.S. Congress has the authority to designate Wilderness. In the Wilderness Act of 1964, Congress directed the Forest Service, National Park Service, and the U.S. Fish and Wildlife Service to set aside wilderness areas. In 1976, Congress directed the BLM to inventory lands suitable for wilderness designation. The areas BLM found that had wilderness qualities were designated as Wilderness Study Areas (WSA). Until Congress designates a land as Wilderness, or releases it from WSA status, the BLM manages the area to preserve its wilderness qualities. Historic uses such as livestock grazing may be permitted. WSAs must be managed in a manner that would not impair the suitability of the area for preservation as wilderness and to prevent unnecessary or undue degradation. Except for grandfathered uses and valid existing rights, permitted activities in WSAs are temporary uses that create no new surface disturbance and don't involve placement of permanent structures.

Adobe Badland Wilderness Study Area

Located three miles northwest of Delta, the area is surrounded by both public and non-public lands, and the northern boundary is contiguous with the Grand Mesa National Forest. This area consists of 6,383 acres of Mancos shale hills and flats which, through wind and water erosion, have formed unique scenic formations. The area's soils are highly erodible and saline, resulting in high sediment loads and high salinity runoff. The Adobe Badlands contain known and potential habitat for several federally endangered and threatened plant species. In particular, the ACEC contains occupied habitat for the threatened Colorado hookless cactus (*Sclerocactus glaucus*) and other native plants. The area supports small populations of the BLM sensitive species white-tailed prairie dog and provides potential habitat for other sensitive species, such as burrowing owls, ferruginous hawk, and kit fox.

Natural Values

- Approximately 82 percent, of the Adobe Badlands WSA is composed of the Badlands type Mancos shale formations. Topography of the area is characterized by abrupt sloping hills dissected by rugged serpentine canyons. The northern 18 percent of the WSA is characterized by the foothills of Grand Mesa, vegetated in pinyon-juniper.

- Approximately 6,780 acres in the southern two-thirds of the area is managed as an Outstanding Natural Area and ACEC to protect scenic values, threatened and endangered plants, and reduce active erosion.
- The WSA provides many opportunities for solitude in the maze-like badlands and upper elevation pinyon-juniper vegetation.
- The WSA offers yearlong opportunities for hiking, backpacking, horseback riding, photography, and sightseeing.
- Contains occupied habitat for the threatened Colorado hookless cactus, sensitive Adobe Hills beardtongue (*Penstemon retrorsus*), and other native plants. The white tail prairie dog and kit fox, which are sensitive animal species, inhabit the area.

Current Uses/Management

- The Adobe Badlands WSA is closed to motorized and mechanized travel.
- Approximately 1,930 acres in the northern portion is managed for deer and elk winter range.

Valid Existing Rights

- There are approximately 75 placer mining claims scattered throughout the WSA. These claims were located in 1982 and 1984, and no activity has occurred on them to date.
- Three livestock grazing allotments are located within WSA. A total of approximately 878 AUMs of winter sheep use is authorized on these allotments. There are no range facilities.

Management Issues/Trends

- Lack of on-the-ground monitoring, patrol, and enforcement of recreational activities, particularly off-road vehicle use, which is environmentally damaging to the area's highly erodible, saline soils.

Needle Rock Wilderness Study Area

80 acres, Volcanic geological structure with high-value scientific, interpretive, and scenic characteristics. Needle Rock towers 800 feet above the floor of the Smith Fork of the Gunnison River valley. It originated as the throat of a large volcano about 28 million years ago (Miocene epoch) when molten rock intruded between existing sedimentary formations. As the surrounding country rocks eroded over millions of years, the resistant igneous core was exposed. The spectacular volcanic formation rises almost 1,000 feet above the Smith Fork River valley. This site consists mainly of a volcanic geological structure with high-value scientific, interpretive, and scenic characteristics. The spectacular volcanic formation rises almost 1,000 feet above the Smith Fork River valley.

Current Uses/Management

- Needle Rock is an Instant Study Area (ISA), defined as an area formally identified as natural or primitive areas prior to November 1, 1975.
- The WSA is closed to motorized and mechanized travel, except for on the county road.

Valid Existing Rights

- None

Management Issues/Trends

- None

Areas of Critical Environmental Concern

An area on BLM-administered lands where special management attention is required to protect and prevent irreparable damage to important historic, cultural, or scenic values, fish and wildlife resources, or other natural systems or processes, or to protect life and ensure safety from natural hazards. The designation by itself does not automatically prohibit or restrict other uses in the area. The special management attention is designed specifically for the relevant and important values and, therefore, varies from area to area. Restrictions that arise from an ACEC designation are determined at the time the designation is made and are designed to protect the values or serve the purposes for which the designation was made.

Adobe Badlands Outstanding Natural Area/ACEC – 6,370 Acres

Current Uses/Management

- Managed to protect its unique scenic qualities, improve threatened and endangered species habitat, provide for semi-primitive nonmotorized recreation opportunities and use, and reduce active erosion.
- There are a total of three sheep grazing allotments in the ACEC.
- Open to fluid mineral leasing with no surface occupancy stipulations.
- Closed to coal leasing.
- Closed to mineral materials disposal.
- Closed to off-road-vehicle use, managed for nonmotorized recreation opportunities.
- Managed as VRM Class I.
- Closed to major utility development.
- Erosion and salinity control measures are prohibited from using structures or land treatments that would alter scenic values.

Valid Existing Rights

- There are no valid existing rights in the ACEC.

Management Issues/Trends

- Lack of on-the-ground monitoring, patrol, and enforcement of regulations, particularly for recreational use.
- Lack of an effective information and education campaign promoting a sound land-use ethic.
- OHV incursions from adjacent North Delta OHV open travel area. OHV use may be impacting threatened species including Colorado hookless cactus, which has known populations in the ACEC boundary with the OHV open area.

Needle Rock Outstanding Natural Area/ACEC – 80 Acres

Current Uses/ Management

- Managed to protect the scientific, interpretive, and scenic qualities of the site.
- Open to fluid mineral leasing with no surface occupancy stipulations.
- Managed as unallotted for livestock grazing use.
- Travel is limited to designated roads and trails.
- Managed as VRM Class I
- Closed to development of major utility facilities.
- Closed to mineral materials disposal.
- Recreation opportunities include sightseeing, picnicking, and geological study in a roaded but natural environment. BLM has constructed a small parking lot, interpretive sign, shelter, and walking trail.

Valid Existing Rights

- A county road and utilities cross the southeast corner of the ACEC.

Management Issues/ Trends

- Lack of public information regarding recreation opportunities.
- Lack of on-the-ground monitoring, patrol, and enforcement of regulations.
- Lack of an effective information and education campaign promoting a sound land-use ethic.

River Rims ACEC – 5,405 Acres

Current Uses/ Management

- Managed to protect rare plants and paleontological resources.
- Prohibits surface-disturbing activities
- Manades livestock grazing and trailing to protect unique and sensitive plant resources.
- Prohimits special recreation permits while allowing for low impact commercial and organized group recreation permits.
- Prohibit trails within 200 meters of Colorado hookless cactus.

Valid Existing rights

There are no valid existing rights in the ACEC.National forests

Grand Mesa, Uncompahgre and Gunnison National Forests

The Grand Mesa, Uncompahgre and Gunnison National Forests (GMUG) combines three National Forests covering 2,965,054 acres of land south of the Colorado River and west of the Continental Divide. Elevations vary between 5,800 to 14,309 within the GMUG.⁹

⁹ www.fs.usda.gov/gmug

Watchable Wildlife Viewing Areas

The federal Watchable Wildlife Program is a cooperative nationwide effort among 13 organizations, including the BLM, to foster the conservation of wildlife and wildlife habitats by:

- Providing enhanced opportunities for the public to enjoy wildlife
- Promoting learning about wildlife and habitat needs
- Contributing to local economies
- Enhancing active public support for resource conservation

Uncompahgre Riverway – Potential WWVA

The Uncompahgre Riverway provides habitat for bald and golden eagles, ospreys (*Pandion haliaetus*), harriers (*Circus cyaneus*), great horned owls (*Bubo virginianus*), and several species of hawks. Over 140 species of birds have been identified in the neighboring Ridgway State Park.

National Historic Trails

The National Trails System includes National Historic Trails, National Scenic Trails, and National Recreation Trails, which are congressionally designated by the Secretary of Interior per the National Trails System Act of 1968 (Public Law 90-543). A National Historic Trail is a congressionally designated trail that is an extended, long-distance trail, not necessarily managed as continuous, that follows as closely as possible and practicable the original trails or routes of travel of national historic significance. The purpose of a National Historic Trail is the identification and protection of the historic route and the historic remnants and artifacts for public use and enjoyment. A National Historic Trail is managed in a manner to protect the nationally significant resources, qualities, values, and associated settings of the areas through which such trails may pass, including the primary use or uses of the trail.

Old Spanish National Historic Trail

The Old Spanish National Historic Trail was designated on December 4, 2002, by the Old Spanish Trail Recognition Act of 2002 (Public Law 107-325). The Old Spanish National Historic Trail passes through a portion of the planning area. Fifty-one miles of the Old Spanish National Historic Trail are within the planning area. However, only nine miles of the trail are under BLM jurisdiction, as the remaining portions are on land with other surface ownership. The Old Spanish National Historic Trail was a 2,700-mile trade route linking Santa Fe, New Mexico, and Los Angeles, California, passing through New Mexico, Colorado, Utah, Arizona, Nevada, and California. The trail had brief but heavy use between 1829 and 1848. During that period, Mexican and American traders took woolen goods west over the trail by mule train and returned eastward with California mules and horses for the eastern US and Mexican markets. BLM and NPS jointly administer the Old Spanish National Historic Trail in collaboration with the Old Spanish Trail Association, which serves as the primary nonfederal partner. A Comprehensive Administrative Strategy has been completed in late 2017 and provides strategic direction and guidance for the future administration and management of the Old Spanish Trail. The plan includes identification of the nature and purposes, goals and objectives, high-potential sites and high-potential segments (historic trails), and the selection of the National Trail ROW. The trail passes through southwest Delta County, paralleling US HWY 50.

National Scenic Byways

The National Scenic Byways Program was established under the Intermodal Surface Transportation Efficiency Act of 1991, and reauthorized in 1998 under the Transportation Equity Act for the 21st Century. The program recognizes certain roads as National Scenic Byways or All-American Roads based on their archaeological, cultural, historic, natural, recreational, and scenic qualities. All-American Roads must exhibit multiple intrinsic qualities. To be considered for inclusion in the program, a highway must provide safe passage for passenger cars year-round, be designated a State Scenic Byway, and have a current corridor management plan in place. Installation of off-site outdoor advertising, such as billboards, is not allowed along byways. Within the UFO, there is one All American Road and one National Scenic and Historic Byway.

Grand Mesa Scenic and Historic Byway

In 1996, Colorado Highway 65 over Grand Mesa was designated as a National Scenic Byway. This 63-mile route begins in Cedaredge, heads north through Mesa, and ends at the junction with Interstate 70. A spur road on top of the mesa leads to Land's End.

Colorado Scenic and Historic Byways

The Colorado Scenic and Historic Byways program is a statewide partnership intended to provide recreational, educational, and economic benefits to Coloradans and visitors. This system of outstanding touring routes provides travelers with interpretation and identification of key points of interest and services, while protecting significant resources. Scenic and Historic Byways are nominated by local partnership groups and designated by the Colorado Scenic and Historic Byways Commission for their exceptional scenic, historic, cultural, recreational, and natural features.

West Elk Loop

The 205-mile West Elk Loop begins in Carbondale, Colorado, and travels south along Highway 133 through the towns of Redstone and Paonia. The route continues south and then east along Highway 92 towards the town of Gunnison. At Gunnison, the loop heads north along Highway 135 through Crested Butte and meets up once again with Highway 133, where it continues north back to Carbondale.

State Wildlife Areas

State Wildlife Areas (SWAs) are state- or privately-owned lands that offer wildlife-related recreation to the public. While most activities focus on hunting and fishing, each SWA has different allowed activities, based on location and available resources. These parcels of SWA land are paid for by sportsmen and managed under state law by Colorado Parks and Wildlife employees for the benefit of wildlife. Colorado Parks and Wildlife manages about 350 SWA lands around the state.

Escalante State Wildlife Area

- Location
 - GMU: 62
 - From Delta, travel 2.2 miles west on 5th Street (G Road), then 2 miles northwest on G 50 Road, OR 5.5 miles northwest of Delta on US HWY 50.

- Elevation
 - Approx. 4,800 to 5,120
- Acreage
 - 410 acres
- Hunting
 - Deer, Rabbit, Pheasant, Quail, Dove, Waterfowl
- Fishing
 - Coldwater stream

McCluskey State Wildlife Area

- Location
 - GMU: 53
 - From Paonia's Onargar Ave, go south on Lamborn Mesa Rd (becomes 4100 Rd). At stop sign, turn right on Stewart Mesa Rd (turns south, becomes 4050 Rd). At south end, it forks; turn left on L30 Rd.
- Elevation
 - min. 5,871 ft - max 6,986 ft
- Acreage
 - 1,526 acres
- Hunting
 - Deer, Elk, Dusky (blue) grouse, Rabbit
- Restrictions
 - Camping is prohibited. Dogs are prohibited. Public access is prohibited except for hunting, fishing, or trapping. Public access is prohibited from the day after the regular big game season through April 30.
- Area is a hunting and fishing conservation easement. It provides big game winter range for deer and elk and provides access to Bureau of Land Management and Forest Service lands which sit at an elevation of 9,000 feet and above. This State Wildlife Area is adjacent to Roeber Easement State Wildlife Area.

Roeber State Wildlife Area

- Location
 - GMU: 53
 - From Paonia, go 1 mile south on 4100 road (Onarga Ave), turn left on N-80 Lane, go 2 miles to 4200 Drive, turn right, go 1 mile to parking lot. Or, from Onarga Ave. go south on Lamborn Mesa Rd to Minerich rd. Go 1 mile to parking lot.
- Elevation
 - min. 6,084 ft - max 7,527 ft
- Acreage
 - 1,057 acres
- Fishing

- Coldwater lake
- Facilities
 - Parking
- Restrictions
 - Camping is prohibited. Dogs are prohibited. Fires are prohibited. Hunting is prohibited in the open space easement area. Public access is prohibited from the last day of the regular big game season through April 30. Public access is prohibited except for hunting and fishing. Bowfishing is prohibited.

State Parks

Sweitzer Lake State Park

Built solely for recreation, Sweitzer Lake includes a boat ramp for watersports, swimming, picnicking, fishing, and other day use amenities.

Crawford State Park

Crawford Reservoir is a popular fishery that provides angling opportunity for yellow perch, channel catfish, northern pike, rainbow trout, black crappie, and largemouth bass. This reservoir, located in Crawford State Park, covers 414 surface acres at full capacity and is open year round to angling. 2 miles south of the town of Crawford on Hwy 92. Built in 1963 by the US Bureau of Reclamation. Colorado Parks & Wildlife has administered the area since 1965. A current trails master plan guides the ongoing development of a system of trails around the perimeter of the reservoir and accessing a number of day use and developed camping amenities

Cities and Towns

The information in this section has been adapted from the website of Delta County Economic Development, a non-profit created to support economic vitality in the County. For full text, see the DCED web site at: <http://www.deltacountyed.org/Communities>.

The City of Delta

Elevation - 4953 ft.

Population - 8769

The City of Delta, the namesake and seat of Delta County, was originally set up as a trading post for Ute Indians and the new settlers from the east. It was incorporated on October 24, 1882, has a Council/Manager form of government, and is a home rule city. Delta is situated at the confluence of the Uncompahgre and Gunnison Rivers. The City of Delta is located on the western slope of Colorado and is approximately 40 miles south of Grand Junction and 20 miles north of the City of Montrose. Delta is the County seat and commercial center for Delta County. In January 2018 the City adopted a Parks, Recreation, Open Space and Trails Master Plan.

Cedaredge

Elevation - 6,230 Feet

Population – 2253 (2010 Census)

Cedaredge is located south of Grand Mesa in Delta County. Cedaredge is located in the Upper Surface Creek Area in a prominent location on the south slope of Grand Mesa. Cedaredge has long been known as the gateway to Grand Mesa. The valleys on the south side have some of the mildest weather in Colorado. For nearly a century, fruit growers have found this climate, along with abundant irrigation water from Grand Mesa, ideal for apples, peaches, apricots, cherries and pears. More recently innovative growers in the Surface Creek area have discovered mild seasons perfect for wine grapes. Historically, the town has relied on an agriculturally based economy but has been shifting towards a tourism/service/retirement economy.

Tourist attractions include Cedaredge Golf Club, Historic Pioneer Town, and an art gallery and craft store housed in a renovated apple packing shed. Regional sporting activities include camping, trophy hunting, hiking and Gold Medal fishing at more than 250 lakes on the Grand Mesa. During the winter locals partake in snowmobiling and Nordic skiing on the Mesa's trails. Powderhorn Ski Resort is located 30 miles north of Cedaredge. Town recreation facilities include Cedaredge Town Park, Cedaredge Golf Club, Surface Creek Trail, Grand Mesa Gateway Trail, High Country Park and several pocket parks.

Cedaredge is designed around a compact inner core making it ideal for pedestrians however, many areas lack sidewalks creating barriers to pedestrian circulation.

Hotchkiss

Elevation 5,351 ft.

Population 944

The Town of Hotchkiss is found in the North Fork Valley, at the intersection of State Highway 92 and 133. Hotchkiss is a hub for winter and summer activities bounded by the North Fork of the Gunnison River and Hanson and Rogers Mesas. Historically the economy relied has relied on a robust fruit industry and on coal mines. Mining activity has decreased significantly but agriculture remains an important economic and cultural activity. Agro-tourism is a growing segment of the economy, boasting fresh fruits from local orchards, wines from local vineyards and fresh vegetables from local farmers. Retirees make up a growing portion of the population and their pensions and investments make up a large part of the personal incomes within the town. Many people of working age commute to work; driving an average of 20 minutes to work.

The town has one larger park and two pocket parks and is the home of the Delta County Fairgrounds. The North Fork Pool, Park and Recreation district is located near Hotchkiss High School as is The Nature Connection, a non-profit center for environmental education and outdoor activity advocacy.

Orchard City

Elevation - 5,040 ft.

Population - 2997

Orchard City is a unique agricultural, residential and recreational area nestled between the cities of Delta to the southwest, Cedaredge to the north, and Hotchkiss to the east. Despite being the largest municipality in terms of square miles in Delta County, Orchard City is primarily recognized by the names of three smaller and older areas within its boundaries – Austin, Eckert, and Cory.

Paonia

Elevation 5,645 ft.

Population 1650

Paonia is the easternmost municipality in Delta County and is located near the sites of active and dormant coal mines. It is a focal point of back roads and trails leading into the forest, attracting hunters, hikers bicyclists and cross-country skiers.

Crawford

Elevation - 6,520 ft.

Population - 409

The Town of Crawford has long been known as a cow town and for its cattle drives down main street, which is Hwy. 92, each spring and fall. Crawford is the gateway to the North Rim of the Black Canyon of the Gunnison National Park which provides numerous outdoor activities such as snowshoeing, snowmobiling and cross-country skiing in the winter and hiking, biking and photography in the summer. Many areas in Crawford Country are natural migratory routes for both elk and deer. C Hill (Youngs Peak), at the north edge of town, provides access to trails and public land within walking distance of the town core. Just over a mile south of town is Crawford State Park, offering camping, boating, fishing, swimming, and picnicking.

OHV Vehicle Areas

North Delta OHV Area

This Open Area covers 8,560 acres of mostly Mancos shale approximately six miles northeast of the town of Delta and receives heavy use in spring, summer, and fall by local and regional OHV enthusiasts. Facilities are limited but include a concrete unloading ramp and kiosk. Use is expected to continue to increase due to the area's close proximity to Delta. The area is managed under the Uncompahgre BLM field office.

Existing User Groups

The 2013 Colorado Statewide Comprehensive Outdoor Recreation Plan (SCORP) survey of Outdoor Recreation was used to characterize participation in Colorado regionally and statewide for residents of the state (SCORP, 2013). The survey included a set of 38 activities that were grouped into 5 larger categories. The survey results suggest that outdoor recreation is very popular among Colorado

residents, with an estimated 3.4 million adults (90% of adult residents) having engaged in at least one of the 38 activities in 2012. Trail activities were the most popular, with nearly 83% of adults participating¹⁰.

Activity Group	Activities in Group
Trail/Road	Walking, Jogging/Running (outdoors), Hiking/Backpacking, Horseback riding, Road biking, Mountain biking, Off-road motorcycling, ATV riding or 4-wheel driving
Water-Based	Swimming (outdoors), Fishing, Power boating, Water skiing, Jet skiing, Sailing, Canoeing, Kayaking, Whitewater rafting, Stand up paddleboarding
Winter	Skiing or snowboarding at a ski area, Backcountry skiing, Sledding/tubing, Ice skating (outdoors), Snowmobiling, Snowshoeing or cross country skiing, Ice fishing
Wildlife-related	Big game hunting, Upland bird and small game hunting, Waterfowl hunting, Wildlife viewing (including birding)
Other	Developed/RV camping, Tent camping, Picnicking, Target or skeet shooting, Rock climbing, Team or individual sports (outdoors), Playground activities, Golf, Geocaching

Demographic Profiles and Trends

Colorado is growing and population is predicted to continue to increase. The Western Slope in particular is anticipated to grow at a higher rate in the future. To attract new residents, employers, and jobs, Western Slope communities will be competing to provide desirable places to live with a high quality of life. Major factors playing into desirability and quality of life are ample opportunities for recreational and cultural activities and pedestrian and bicycle friendly environments.

Delta County strives to maintain its identity as a hub for agriculture and small town charm on the Western Slope. Looking towards the future and potential opportunities for growth and economic stability Delta County recognizes the importance of planning for growth and providing a healthy and desirable environment for current and future residents.

“The State Demographer's Office released its population estimates for 2050 in Colorado which estimated the number of people living on the Western Slope will reach 942,483 people or an increase of 67.2 percent over the 2015 population. A quarter of that growth will come from Mesa County which is

¹⁰ The Economic Contributions of Outdoor recreation in Colorado: A regional and county-level analysis. Colorado Parks and Wildlife. Colorado Statewide Outdoor Recreation Plan. Southwick Associates, Fernandina Beach, FL. February 24, 2014.

projected to top 235,000 residents and supplant Pueblo County as the 10th-largest county in the state.”- GJ Daily Sentinel, 12.07.17

https://demography.dola.colorado.gov/D3_Unemployment/

Population density in Delta Country ranges from 15.58 – 14.99 persons per square mile and is all considered rural.

The following data is from the Colorado Department of Local Affairs

www.demography.dola.colorado.gov

See Appendix D for additional demographic data and tables, and the Delta County Comprehensive Plan for detailed demographic information and analysis.

Page Intentionally Left Blank



05

TRAIL TYPOLIGIES

05: TRAIL TYPOLOGIES

Trail Types and Components

Trails range in type and intended use. There are many types of trails and each type provides different experiences for different users. Trails may be used for a variety of reasons including exercise, transportation, recreation, or education. Trail users may include hikers, hunters, ranchers, OHV operators, cyclists, skaters, equestrians, snowmobilers, pedestrians, and others. This plan includes references to “trails” broadly, from sidewalks and bike lanes to backcountry single track. For individual projects, a clearer definition of terms is valuable.

There are numerous resources for trail design standards, with comprehensive information regarding various trail types by user, support facilities, trailhead standards, user experience, trail sustainability, and best management practices for trail development and maintenance. This document does not attempt to compile the available standards; instead basic nomenclature is defined to clarify intent in individual trail opportunities as identified in the “Potential Projects and Priorities” chapter. Furthermore, a majority of existing and proposed trails lie on state and federally managed lands or in county-owned rights-of-way; these agencies carry individual development standards which should be referenced in the consideration of any new or realigned trails or route designation. Soft-surface and primitive trails should always be designed and constructed by qualified personnel (either professional trail builders or individuals appropriately trained in sustainable trail design and construction).

Valuable resources in trails planning can be found at:

USDA Forest Service Standard Trail Plans and Specifications (www.fs.fed.us)

USDA Forest Service Trail Fundamentals and Trail Management Objectives (www.fs.fed.us)

USDA Forest Service Manuals on Accessible Trail and Facility Design (www.fs.fed.us)

BLM Guidelines for a Quality Trail Experience; in partnership with IMBA (www.blm.gov)

CDOT Roadway Design Guide, Chapter 14: Bicycle and Pedestrian Facilities (www.codot.gov)

Three additional web sites with compiled resources and links:

USFS Trail Fundamentals and Trail Management Objectives

(<https://www.fs.fed.us/recreation/programs/trail-management/trail-fundamentals/index.shtml>)

FHWA Manuals and Guides for Trail Design, Construction, Maintenance, and Operation

(https://www.fhwa.dot.gov/environment/recreational_trails/guidance/manuals.cfm)

American Trails Trail Design and Construction Resources Library

(<http://www.americantrails.org/resources/trailbuilding/>)

Signage and Wayfinding

Signage for public trails assets can be broken into three categories: Regulatory, wayfinding, and interpretive. In many cases within Delta County, signage is lacking to the level that the identification, location, and allowed use of existing trails is unclear. This leads to a broad public sense that access to

public lands is lacking, contributes to misuse or dis-allowed use of existing trails, and limits the County's ability to market trails as a destination amenities to potential outside users.

Regulatory Signage provides users with information about the governing agency, management, fee-for-use requirements, allowed uses, seasonal use limitations and access restrictions (e.g. easements or adjoining private land) for a given trail or facility. This signage type is typically defined in detail by the managing agencies overarching standards.

Wayfinding Signage provides users with information about the trail system served by a specific trailhead, overall information about regional trails (often maps), and points of orientation at trail intersections or along a trail's route (valuable for user orientation and for life safety support such as search and rescue). This type of signage is designed to meet the standards of the applicable management agency; in the case of wayfinding signage not governed by a state or federal management agency, the County may determine the design, character, and content of wayfinding signage. For example, for regional cycling and OHV routes on county roads, a "family" of signs may be developed that are designed to be recognized as part of the larger system but also unique to the individual route. The CDOT Manual on Uniform Traffic Control Devices is likely an appropriate reference for the development of wayfinding signs within Delta County rights-of-way. Development of a standard family of signs is an important component of formally recognizing, identifying, and marketing regional routes within the County. Wayfinding signage is also a necessary element in the planning and implementation of new or formalized trail systems in general.

Interpretive Signage creates an opportunity to communicate with trail users about the culture and environment associated with a given trail or recreation amenity, and with appropriate behavior of trail users (trail etiquette). The use of interpretive signage to educate trail users about sensitive use and stewardship of the land, and of the cultural history of the area, is increasingly a priority in the mission of land management agencies and land advocacy groups nationwide. This priority is reflected in the mission of The Nature Connection and is consistent with public sentiment observed during the public process for this Plan. The inclusion and planning of interpretive signage in capital improvement projects is common as a method for meeting the priority of public education often important in grant funding; it also supports the programmatic use of public trails infrastructure, e.g. school groups, hobbyists, and tourism activities. As trail use grows in Delta County, and as user types expand within the existing and future infrastructure, public education of appropriate behavior and trail etiquette is an important role for interpretive signage. Trail etiquette signage should be implemented at heavily-used and multi-use trail facilities, and is often important at backcountry trailheads where non-recreational use of public lands is common. This plan recommends the inclusion of interpretive signage at trailheads, historic sites, environmentally sensitive areas, and important cultural landmarks. This type of signage should be prioritized where the general public is most likely to interact with it, such as heavily used trailheads or facilities improved in conjunction with other public facilities/amenities (e.g. near schools or parks). Land management agencies may have standards for interpretive signage at their own facilities; for County-owned lands – such as school grounds – a standard format for interpretive signage should be developed that can be applied consistently and be recognizable as specific to Delta County.

Trailheads

The definition of a trailhead is simple in that it is ‘any place a trail begins.’ A formal trailhead, however, should be identifiable, visible, intuitive to navigate, adequately designed for its use, and appropriately signed. A trailhead can be as simple as a trail name/number identifier, or can include amenities such as campgrounds or day use areas (picnic shelters, benches, etc), sanitary facilities, directional signage, maps, regulatory information, interpretive information, and developed parking. Any trailhead on public lands must comply with the overriding management agency requirements and be responsive in design to the allowed trail use (type, class, managed use, design use). The USDA Forest Service Equestrian Design Guidebook for Trails, Trailheads, and Campgrounds is an excellent resource for planning of trailhead facilities that serve a broad variety of uses, including special accommodations for trailer circulation and ancillary support areas necessary at multi-use trailheads.

Any planning for development of new – or formal recognition of existing – trail systems should include trailhead parking and signage commensurate with the anticipated use. Potential conflicts with trail routing, public access, adjoining private lands, and user types should be considered and accommodated in trailhead planning. Wayfinding signage should be included that illustrates the trail system accessible from the specific trailhead as well as information about the broader network of trails available in the County. Regulatory signage is critical in identifying the allowed uses, seasonal limitations, and specific considerations affecting the trail system, such as non-recreation uses that may be encountered, personal responsibility for trash and refuse management (“pack it out”) and sensitive private property adjacencies that need to be understood by the user. This plan also recommends the inclusion of interpretive signage (along with wayfinding and regulatory signage) that provides information about the ecosystem specific to a given trail and of personal responsibility in the stewardship and sustainable use of the area. The intent of this recommendation is to increase awareness of potential impacts related to misuse or abuse of public trails and to engender a sense of individual ownership in the trail systems within Delta County.

Sidewalks

Sidewalks are typically made of concrete and generally range in width from 3’-8’. The primary users are pedestrians and wheelchair users. Sidewalks differ from shared use paths in that bicycle or motorized use of sidewalks is often prohibited by local ordinance. Sidewalks provide local access to homes, commerce centers, businesses, and points of attraction. Sidewalks are generally separated from roadways by curbs or planting strips/buffer zone. Sidewalks typically contain sign posts, parking meters, hydrants, benches, trees and other fixed objects. For safety reasons, sidewalks should be considered for implementation on all urban arterials and collectors, especially locations that connect pedestrian origins and destinations (for instance, connecting neighborhoods with schools and shopping areas) and for roads with higher speeds and volumes, with priority for locations without shoulders¹.

The following design features should be included:

¹ Minnesota’s Best Practices For Pedestrian/Bicycle Safety, September 2014

- Curb ramps – to meet ADA requirements curb ramps at cross walks must be installed. A ramp should be provided for each crosswalk. These ramps help the visually impaired and assist pedestrians who use wheelchairs. Tactile warning such as a raised truncated dome-type warning should be placed at the base of crosswalks.
- Sidewalk widths - The Federal Highway Administration (FHWA) and the Institute of Transportation Engineers (ITE) recommend a minimum sidewalk width of 5 feet, which allows two people to walk comfortably side-by-side or two people to pass each other in the opposite direction. This plan recommends sidewalk widths of minimum 5’.
- Continuity - —Sidewalks should be continuous, installed on both sides of the roadway, and relatively free of obstacles that could cause a tripping hazard or impede travel by children, senior citizens, and people with visual or mobility impairments.
- Cross Slope - The cross slope of sidewalks should be less than 2 percent. Cross slopes greater than 2 percent can cause pedestrians in wheelchairs to counteract the force of the cross slope, which, depending on the direction of the slope, may direct the wheelchair towards the roadway.
- Buffer Zone - —A buffer zone of 4 to 6 feet is desirable to separate the sidewalk from the street and to improve the pedestrian’s level of comfort. Landscaping strips, parked cars, and bicycle lanes can provide acceptable buffers.
- Shared Use Path Alternative - Consideration should be given for the need for a shared use path or trail. These differ from sidewalks in that they designate space on the path, separating bicycles and pedestrians, and are usually not adjacent to local streets.

On Street Bike Lanes

A bike lane is a portion of the roadway or shoulder designated for exclusive or preferential use by people using bicycles. A number of on-street bike lanes are described here. This plan recommends inclusion of bike lines or widened, paved shoulders (8’ minimum) along state highways and primary county road routes. Wide shoulders are preferred where cyclists and OHV users are expected to share routes along county roads. Absent bike lanes and/or paved shoulders, shared lane OHV routes and bikeways are recommended as a cost-effective solution for formalizing routes.

Bike Lanes

Bike lanes are a portion of the roadway that delineates available roadway space for preferential use by bicyclists. Bicycle lanes are distinguished from the portion of the roadway or shoulder used for motor vehicle traffic by striping, marking, or other similar techniques. An important feature when designing a bike lane is the right turn lane at intersections. The current practice is to have dashed lines approaching the intersection and encouraging right-turning vehicles to cross the bike lane and get to the right side before the intersection.

The following factors should be considered when implementing on-road bike lanes²: 

² Minnesota’s Best Practices For Pedestrian/Bicycle Safety, September 2014

- Traffic volumes, both peak hour and daily for both vehicular and bicycle traffic—Higher motor vehicle traffic volumes increase the risks for bicyclists; therefore, the bikeway requires increased width to separate bicyclists from motor vehicles. [2]
- Traffic speeds—High motor vehicle speed has a negative impact on bicyclist risk and comfort unless mitigated by design treatments. [2]
- On-street parking—The presence of on-street parking increases the width needed in an adjacent bike lane and also increases the risk of bicyclists being hit by opening car doors. [2]
- Intersections and driveways—Most bicycle crashes with motor vehicles occur at intersections and driveways. Adding bike lanes without full consideration of travel throughout the corridor may increase conflicts with turning vehicles. [2]
- Right-of-way constraints—The ability to accommodate bike lanes at their appropriate width is usually limited by the total available right-of-way. [2]
- Vehicle turn lane configuration—Turn lanes require extra consideration and care as they relate to bike lanes. [2]
- Topography, grades and sight distances—The topography of the roadway affects the width of the bike lane. Additional bikeway width or separation from the roadway may be needed on roads with hills or curves. Vehicles tend to encroach on the inside of curves, and inadequate sight distance may be due to restrictive roadway geometry in locations of rough terrain. Bicyclist speeds are greatly influenced by the grade; with faster speeds on steep downgrades, and with slower speeds on upgrades. [2]
- Volume of large trucks—Where there is more than 10 percent of the daily volume, or over 250 heavy vehicles, during the peak hour, an increase in lane width, an off-road bikeway, or an increase in separation between the bike lane and the travel lane should be considered.
- Bus routes—Bus routes have both advantages (buses typically going similar speed as bicycles) and disadvantages (regular stopping of the bus requires more interaction between bicyclists and buses). [2]
- Bicyclist characteristics—Bike lanes may be used in different ways by a range of bicyclists, from children with limited bicycling ability to advanced cyclists and commuters who prefer limited stops and detours from the road.

Cycle Track

A variation of the bike lane is the cycle track, a striped and signed lane for bicycle traffic with on street parking to the left of the bike lane with a buffered area between the bike lane and parking. Other variations in cycle tracks include raised cycle tracks that are vertically separated from motor vehicle traffic and two-way cycle tracks that include both directions of bike traffic on one side of a roadway.

Paved Shoulders

A paved shoulder that is continuous and on the same level as the regular travel lanes available for use bicycles and pedestrians. The width of paved shoulders for use by bicyclists should be based on the context and conditions of adjacent lanes on the roadway. Paved shoulders for bicycle usage typically range from 4 feet for uncurbed cross sections with no vertical obstructions immediately adjacent to the roadway to 5 or more feet for roadways with guardrail, curbs, or other roadside barriers. Consideration

of increasing shoulder width should be given if any of the following situations is present on a specific roadway: ☐

- High bicycle usage is expected. ☐
- Motor vehicle speeds exceed 50 mph. ☐
- There is higher than average heavy trucks, buses, or recreational vehicles. ☐
- The right side of the roadway contains static obstructions.

Paved shoulders should be included on both sides of two-way roadway in rural areas, whenever possible.

Bicycle Boulevard

A bicycle boulevard is a local street or series of connected local street segments that has been designated for use by bicycles and modified to provide priority treatment for bicyclists, while discouraging the use of these facilities by through traffic. Bicycle boulevards are intended to create conditions favored by bicyclists by taking advantage of bicycle-friendly characteristics that are typically found on local/residential streets—low traffic volumes and low vehicle operating speeds. Because bicyclists riding on bicycle boulevards typically share the road with other traffic, the low volume and speed usually found on residential streets does not indicate the need to provide dedicated bicycle lanes.

Roadway Modifications

“Road diet” is a term used for the reallocation of roadway lanes and/or space to integrate additional modes, such as bike lanes, pedestrian crossing islands, or parking, or a combination of modes on existing roadways. A common roadway reconfiguration involves converting an undivided four-lane (two-way) roadway into a three-lane roadway made up of two through lanes, a center two-way left turn lane, and a shoulder/bike lane, as shown below. Road diets refer to the conversion of roadways from four travel lanes to two and provide a number of safety benefits for pedestrians and bicycles. The reduction in the number of lanes regularly results in a decrease in travel speeds. In addition, the likelihood of multiple (vehicle) threats for pedestrians crossing the roadway is virtually eliminated and a space is created in the road that can be converted to a bicycle lane. Minor arterials and collectors with traffic volumes under 18,000 vehicles per day are considered candidates for conversion.

Shared Lane OHV Route or Bikeway

A shared lane is a typical roadway lane (generally 11-12' in width) on which a bicycle may be operated concurrently with motor vehicles. This type of trail facility is appropriate on low volume and rural roads, and consists of bikeway and wayfinding signage. Pavement markings may also be used to identify bikeways and individual routes. Additionally, OHV's are allowed on county road rights-of way; OHV routes should consist of similar signage. OHV and bikeway routes may share alignments, but for quality of experience, safety, and practical reasons – including connections and destinations – these routes should generally be considered on separate alignments.

Shared Use Paths

Trails that are designed to provide bicycle transportation function while supporting multiple users are called shared-use paths. A shared-use path is typically located on exclusive right of-way, with no fixed objects in the pathway and minimal cross flow by motor vehicles. Portions of a shared-use path may be within the road right-of-way but physically separated from the roadway by a barrier or landscaping. Users typically include bicyclists, in-line skaters, wheelchair users (both non-motorized and motorized) and pedestrians, including walkers, runners, and people with baby strollers or dogs with people. Shared-use paths serve a variety of important purposes, such as providing an alternative to a busy thoroughfare or controlled-access corridor. They serve an important transportation function by providing a through-route for bicycle commuters where existing street and road configurations make longer distance biking difficult. Shared-use paths can provide an enjoyable non-motorized travel opportunity for individuals and families or a place to exercise, recreate, or rehabilitate from injury. Shared-use paths play an important role in providing continuity for the overall bicycle network by creating connections where there are missing links, or creating a route through a neighborhood to a nearby destination. A shared-use path can be located on exclusive right-of-way, or within the road right-of-way but physically separated from the road³. This plan recommends shared-use paths be paved in concrete or asphalt; if budget constraints require soft surfacing, compacted roadbase is recommended as it meets requirements for ADA accessibility. Shared use paths should be 10' wide minimum.

Trails

The US Forest Service, Bureau of Land Management, National Parks Service, and Fish & Wildlife Service collectively define a trail as “a linear route managed for human-powered, stock, or OVH forms of transportation or for historic or heritage values” which “provide(s) public access for opportunities of outdoor recreation as well as access to many significant prehistoric and historic sites.”⁴ While the definition is broad, for the purposes of this document a trail is any linear route that meets the above definition and is not a sidewalk, shared use path, or roadway improvement. The USFS provides guidance on the categorization of a trail by its intended use (hiker/pedestrian, pack and saddle, bicycle, motorcycle, all-terrain vehicle, four-wheel drive vehicle >50 inches in width, cross country ski, snowshoe, snowmobile, motorized watercraft, nonmotorized watercraft) and by its level of improvement across five “classes” from minimally developed to fully developed. Trails may be managed for multiple uses but are designed for a specific Managed Use (the “design driver”); the Forest Service provides design parameters for tread width, surface, grade, cross slope, clearing, and turns.⁵ Trails should be constructed to modern standards to emphasize enjoyment and reduced environmental impact and maintenance intervals.

Crosswalks and Crosswalk Enhancements

A marked crosswalk is a type of pavement marking that indicates to pedestrians the recommended location to cross the roadway and also alerts approaching motorists as to where pedestrians may be crossing the street. Marked crosswalks are often installed at signalized intersections, at a school zone

³ Mn/DOT Bikeway Facility Design Manual March 2007

⁴ Interagency Trail Data Standards Team July 2002

⁵ USDA Forest Service Trail Fundamentals September 2016

crossing and at un-signalized locations where planners determine that there are enough pedestrians to justify a marked crossing. Crosswalks may be marked at midblock crossing locations as well as at intersections. At all signalized intersections where an engineering study finds the presence of pedestrian activity, crosswalks should be considered because of the benefits, which include making it clear to vehicles where they should stop and delineating a path for pedestrians. Crosswalks at uncontrolled intersections should be limited and include other features, such as medians and curb extensions, when possible. A curb extension is an extension of the sidewalk into the roadway that reduces the crossing distance of a roadway for pedestrians and their exposure to vehicular traffic. Curb extensions are appropriate where there is an on-street parking lane. The curb extension moves the parked vehicles farther back from the intersection, improving sight lines and improving visibility of pedestrians near parked vehicles.

Medians and Crossing Islands

Medians and crossing islands (also known as refuge islands or center islands) are raised areas that are constructed in the center portion of a roadway that can serve as a place of refuge for pedestrians who cross the road mid-block or at an intersection. After crossing to the center island, pedestrians wait for motorists to stop or for an adequate gap in traffic before crossing the second half of the street. Medians provide a simplified crossing maneuver by allowing pedestrians to concentrate on only one direction of traffic at a time, creating the equivalent of two narrower one-way streets instead of one wide two-way street. Medians also provide space for landscaping that can be used to change the visual cues of the roadway and reduce driver speeds. Medians that are only painted do not provide the same safety benefits as raised ones. Raised medians are most applicable on multilane arterial roadways, and particularly those with high traffic volumes.

Greenways

A greenway is a linear space established along a corridor, such as a riverfront, stream valley, or other natural or landscaped system. Greenways may connect open spaces, parks, nature reserves, cultural features, or historic sites with populated areas and with one another. Greenways may or may not include a bikeway, shared-use path or multi-use trail.

Signage and Wayfinding

Signage and wayfinding includes trailhead direction and regulatory information, on-trail route information, roadway regulatory and wayfinding signs. All signs should be designed and installed according to the overlying jurisdiction. This plan recommends the development of a county route wayfinding signage design that is recognizable and unique to the Delta County system.

Page Intentionally Left Blank



06

MAP NARRATIVES, POTENTIAL PROJECTS, AND PRIORITIES

06: MAP NARRATIVES, POTENTIAL PROJECTS, AND PRIORITIES

Overview

The public and stakeholder outreach process identified several areas of focus for potential trail improvement, or evaluation of future recreation development, within the county. These “Study Areas” are illustrated with individual enlargement maps. Additionally, a number of route and trail improvements cover larger areas of the county or extend beyond the reach of the individual enlargement maps; these routes are illustrated in a county-wide map. The maps are numbered and progress, generally, from west-to-east within the county. Individual projects and their relative priority within a Study Area are detailed below. The maps, included in Appendix A, are:

Existing Conditions

Wildlife

Future:

County-wide

1: Delta Area

2: Orchard City and Cedaredge (Fruitgrowers Reservoir to Ute Trail Road)

2a: Cedaredge Enlargement

3: Smith Mountain (North Gunnison Gorge NCA)

4: Hotchkiss Area

4a: Hotchkiss Enlargement

5: Crawford and Crawford State Park

6: McDonald Mesa

7: Paonia, Jumbo Mountain, Elephant Hill

7a: Paonia Enlargement

The narratives in this chapter describe the area depicted in the accompanying map, special features or notable conditions in the covered area, and potential route/trail alignments. For readability, existing routes are de-emphasized in this map series; please refer to the existing conditions maps for additional detail on existing routes, trails, and facilities. Each section concludes with a list of potential projects, organized by priority routes and trails, followed by future improvements. A summary of potential projects, organized into three categories (Priorities 1-3) is included at the conclusion of this chapter. *It is important to note that proposed trail alignments as identified in the narratives and maps are indicated for planning purposes only. Final number of trails, alignments, permissible uses, and management is to be developed under the specific planning processes of the land management agency holding purview over a specific area. These planning processes typically include public scoping/comment and assessment of environmental impacts associated with a given trail proposal.*

The maps include several references to “Area(s) of Interest.” This nomenclature refers to public lands, managed by the BLM, that have attributes favorable to study for recreation development and/or should be considered for specific management planning activities. The Area of Interest nomenclature is used as, at the time of writing of this document, the Uncompahgre Field Office of the BLM is in the process of completing the revised Resource Management Plan for lands under that office’s purview. Any special designation for these Areas of Interest will be codified in the RMP and will not necessarily include

specific management planning for these individual areas. Should any of these areas be prioritized for recreation planning in the future, the BLM process will be required. Individual Areas of Interest are referenced in the map narratives; broadly speaking several of the Areas of Interest include important wildlife habitat, migration corridors, adjacency to State Wildlife Areas, livestock permits, livestock trails, and active hunting use. This plan recognizes the importance of these existing uses and natural resource assets; planning to minimize impacts and conflicts of user groups is critical. Management planning tools such as limiting trail density, limiting development to existing routes, prioritizing maintenance of existing routes, seasonal closures, and avoidance of key areas should be considered if these areas are identified for future development of recreational trails or amenities not currently contemplated by this plan.

Prioritization and Time Horizons:

For this Plan, a quantitative scoring system was not used to develop project priorities. Attempting to implement a scoring methodology for the wide variety of opportunities, particularly without a specific target outcome against an identified budget or other specific metric, would likely have yielded imbalance in the recommendations when considering user groups, use types, and location of improvements. Instead, an initial list of opportunities and priorities was developed during stakeholder and public outreach and then tested and refined in subsequent coordination, outreach, and open houses. Additionally, the broad scope of the project, user types, and potential funding sources lent the Plan to prioritization of potential projects by Study Area. The “potential projects” for each study area were then aggregated into a single list of first-, second-, and third-priority projects. This list is arranged sequentially in the numerical order of the presentation of the maps; within each category projects will likely be implemented opportunistically. For example, within the first-priority list, a project may be first to be implemented based on access to funds, stakeholder initiative, and user-group support. The improvements outlined in this Plan include relatively small projects – such as soft surface trail connections along a town block – to very ambitious projects – such as a regional, shared-use trail. An objective review of the achievability of a given project opportunity was also considered in the prioritization of projects; this included an understanding of potential partners in a given project. Lastly, projects that serve the most user types (by discipline and by skill level) or provide the greatest public benefit in a given Study Area were given higher priority.

Summary of Potential Project Prioritization qualities:

- *Number and type of users served*
- *Distribution of priorities amongst individual communities*
- *Concentration of public feedback*
- *Achievability of proposed project*

This Plan recognizes that a number of the projects described herein will require significant support beyond county staff and budget. Leveraging the resources of grassroots user groups, public agencies, and outside funding will be critical in developing capital and maintenance funding to allow many of these projects to move forward. A number of the projects identified by this Plan have been previously contemplated as a part of The Nature Connection’s GOCO Inspire Grant, which was awarded funding in early 2018. Projects that align with the community priorities per this Plan, that received (at least partial) funding with the GOCO Inspire award, and are identified in The Nature Connection’s 2018-2020 budget remain included in this Plan and are identified individually in each map area.

The Plan is intended to be a “living document” in that it includes policy statements and considerations for future actions that may not be clearly defined at the time of Plan adoption. For example, use pressures or user type conflicts in a given trail system may indicate that the findings of this document merit re-evaluation. This format is intentional and creates flexibility for the county and communities to be responsive to new opportunities and evolving priorities. Broadly, any new proposal or deviation from the plan recommendations and priorities should always be evaluated against the Grounding Principles as defined by this Plan.

The time horizons for projects are not hard and fast targets, as there is not a specific county budget that will be directly applied to the projects list. The Plan considers a 15-20 year life span for the document and should be reviewed for consistency with current values after a maximum of 10 years. Generally, “Priority 1” projects should be targeted for completion within a 5-year time horizon; “Priority 2” projects within a 10-year time horizon, and “future projects” should be considered 15-20 year projects; this is presumed to exceed the practical life of the Master Plan and any projects not completed within 15 years should be re-evaluated for alignment with the current community values at that time.

Maps Narratives by Study Area:

Overall County Map – Existing Trails Inventory

This map shows the overall existing county trails infrastructure, including hiking/walking, biking, equestrian, OHV, ATV/UTV, snowmobiling, and Nordic skiing. The Recreation Trails Master Plan supports ongoing access to existing, legal trails and routes. Note that some existing and popular routes utilize a variety of trail types (for example, an OHV route traversing a USFS road and a motorized-access trail); because these trail segments are graphically depicted to differentiate specific trail designations, these existing trails may appear discontinuous. Additionally, many of the routes are indicated by their primary use or designation but often allow mixed or multiple uses.

County-wide:

This map serves as a key for the enlargement areas as well as covering areas that fall outside of the enlargements. In general and in the county-at-large the focus is on maintaining access to existing trail infrastructure and identifying/formalizing routes over county rights-of-way as regional connectors for OHVs and cyclists. In the near term these routes should be signed and recognized in trail mapping and literature. The value of these on-road routes is in creating a known network of connections that can also be used in orienting and enhancing visitor experience. The network of routes could be expanded or appended to develop destination-based touring (e.g. agriculture, winery and/or heritage tours). Additionally, providing recognized access routes in connection to popular destination areas may limit the need for trailering and staging (particularly for OHVs), enhancing opportunities to ride from home/home base, or from one recreation area to another. Additionally, this map includes the Nordic trail systems on Grand Mesa as maintained by the Grand Mesa Nordic Council. These trails span the boundary between Mesa County and Delta County. This Plan is supportive of the proposed Nordic trail improvements currently contemplated at Ward Reservoir, County Line, and Skyway Trails; this recreational amenity directly serves residents and guests of Delta County and provides the greatest concentration of Nordic trails in the County. The improvements include trail mileage for various levels of skill, specific areas where dogs are/will be allowed, and access/parking improvements. The Grand Mesa Nordic Council is currently working with the USFS in the planning of these improvements.

Short-term improvements

Formalize bike and OHV routes via county roads (e.g. regulatory and wayfinding signage) (County ROW). Routes noted below are indicated on the County-wide map.

- *OHV Priority 1:* Signage of a continuous route over existing county roads from Delta to existing roads/routes in Dominguez/Escalante NCA and routes beyond. Formalizes connection from City of Delta to significant OHV resources west and south of the city. 6.3 miles.
- *Cycling Priority 1:* Signage of a continuous route over existing county roads from Delta, north to Orchard City and Cedaredge, southeast to Hotchkiss, and northeast to Paonia. Formalizes a safe, scenic route connecting county communities east to west. This route has one crossing of Highway 92 at 3100 Road; improved crossing infrastructure (signage, striping) should be considered at this location. 50 miles.
- *OHV Priority 2:* Signage of a continuous route over existing county roads from North Delta OHV Area to Peach Valley OHV Area. Though a long route this would formalize a connection between the two popular OHV areas near the City of Delta, and may reduce trailering and staging for day users. The route travels (from North Delta OHV): J25 Drive, Fairview Road, Austin Road, 2200 Road, and Peach Valley Road. 21.2 miles.
- *Cycling Priority 2:* Signage of a continuous route from Back River Road to Crawford. This route is a spur to the east-west regional route and completes the county-wide connection of communities via formalized cycling routes. 14.1 miles.
- *Cycling Priority 3:* Signage of looping/laddering routes over existing county roads on Rogers Mesa and Cedar Mesa. Ties into east-west regional route to create variety in mileage and experience. 20 miles.

Future Improvements

- 1) River crossing over Gunnison River, open to OHVs, and signage of a continuous route from Delta to North Delta Open OHV Area. Although the North Delta OHV area is very close to town, there is currently no direct and legal river crossing for OHVs between 2200 Road and the City of Delta.
- 2) East-west regional trail (CDOT ROW, Railroad ROW). Future highway improvements should accommodate bike lanes or a separated, multi-use path. This plan recognizes that the cost to plan, implement, and maintain such a trail exceeds the county's capacity at this time, but recognizes the desirability of an inter-community regional trail. The Union Pacific rail spur is currently active through the North Fork Valley and to Delta. Should rail operations be abandoned in the future, the county is advised to explore to possibility of a regional shared-use path through that right-of-way.
- 3) North-south regional trail, Delta to Montrose (Canal easements, CDOT ROW, County ROW). This connection would extend from the proposed Canal Trail south terminus at Sweitzer Lake State Park and continue to the Delta/Montrose County line using primarily county roads; canal easements should be considered where possible but may not be feasible due to legal limitations of easement use on private lands.

1: Delta Area:

This map includes the City of Delta, North Delta “Area of Interest” (which includes N Delta OHV area and the Devil’s Thumb trailhead), Austin/Orchard City area, Escalante State Wildlife Area, and the Escalante Triangle RMZ (within the Dominguez-Escalante NCA). Although partially shown on this map, Cedaredge and Smith Mountain are covered in other Study Area maps. This plan references the City of Delta Recreation Master Plan, adopted in January 2018; that document should be referenced for detail of routes and priorities within the City. Several trail improvements recommended by the City of Delta plan extend into the county and those routes are indicated in the County Plan maps and noted below. **The North Delta Area of Interest** likely includes: formalization of motorized trails within the OHV area, formalization of hiking trails into the Adobe Badlands area, an OHV/multi-use route from Delta through to the Grand Mesa, and a future alignment of the Delta Drop mountain bike trail. The BLM resource planning process has not been formally initiated for this area. The **Escalante Triangle** RMZ includes a series of looped mountain biking trails; this planning process is underway with the BLM and is led by IMBA/DAMB and is not depicted in detail here. Additionally, this map indicates regional routes, primarily identified for road bike and OHV travel over existing county rights-of-way; and a future regional connection between Delta and Olathe (route to be determined).

- 1) Confluence to Cottonwood Trail, per City of Delta Recreation Master Plan (City of Delta)
- 2) Mountain View to Sweitzer State Park Trail, per City of Delta Recreation Master Plan (City/county partnership)
- 3) Formalization of OHV route from Delta to Dominguez-Escalante as described in the County-wide project priorities.
- 4) Escalante Triangle Trails – The trail system at Escalante Triangle, within the Dominguez-Escalante NCA, is under design and review in coordination at the time of drafting of this Plan. It has been designated a Recreation Management Zone with a priority on developing non-motorized trails designed for mountain biking and hiking. This Plan also references the BLM DENCA Resource Management Plan in supporting the planning and development of trails in Escalante Triangle consistent with BLM management objectives for this area. Capital and Maintenance funding: grants via COBMOBA, in-kind services of BLM staff, user group fundraising.
- 5) Formalization of OHV route from North Delta OHV Area to Peach Valley OHV area as described in the County-wide projects and priorities.
- 6) Devil’s Thumb Trailhead (BLM) – Parking, regulatory and wayfinding signage improvements at the existing trailhead near the Delta Reservoir; formalize access point(s), manage motorized incursion into the Adobe Badlands WSA, improve visibility of this unique resource in close proximity to the City of Delta. This would effort should be included in any travel management planning that the BLM may initiate for the North Delta OHV Area.
- 7) Sweitzer Lake Story Walk (GOCO Inspire, included in TNC 2018-2020 implementation budget) – Short section of new trail near the boat ramp at beach at Sweitzer Lake; improve educational and interpretive opportunities for school and recreational visitors.
- 8) OHV/multi-use access from Delta to Grand Mesa Via Pipeline Road (BLM and USFS) – This existing route provides OHV/multi-use access to Grand Mesa from the north side of the Gunnison River and should be evaluated for condition and maintenance/route refinement needs. Should an OHV route be constructed across the Gunnison River in Delta, this route would become a valuable resource, allowing access to Grand Mesa without trailering/staging of OHVs.

Future Improvements

- 1) Confluence Park to Escalante SWA, per City of Delta Recreation Master Plan (ditch easements and SWA)
- 2) Delta Drop Mountain Bike Trail (BLM and USFS) – planning and implementation of a mountain bike and hiking route over public lands from Grand Mesa into Delta would create a “marquis” or destination trail similar to the Palisade Plunge (under planning at the time of writing of this document). This trail would begin at the existing trails in Flowing Park and be a continuation of the existing Drop Off Trail (USFS #726). Planning process and implementation of this trail would require significant financial resources and dedication; as such, this plan categorizes this trail as a “future improvement”. Note: the alignment shown on the maps approximates the East Pipeline road/trail for much of the route and is for illustrative purposes only – the actual route is to be determined and should be separate from the motorized access route.
- 3) Delta to Whitewater multi-use route – This route has been contemplated for several years, with a number of existing but discontinuous segments. The route would likely begin at the intersection of Sawmill Mesa Road and Escalante Rim Road, traversing Escalante Rim Road into The Hunting Grounds. From there the route would travel between the river and Highway 50 to the county line and beyond. This is an opportunity to create a “marquis,” extra-regional multi-use trail that is also supported in concept by Mesa County, and could ultimately create a significant touring loop for OHV (and other) users as a destination trail.
- 4) Black Bridge Boat Ramp Improvements (SWA) – This is an existing boat ramp within the Escalante State Wildlife Area. It represents a valuable take-out and put-in point and is relatively unimproved. This facility should be monitored for use and impacts and may require improvements in access, circulation, and at the river’s edge.
- 5) Hwy 65 Boat Ramp Improvements (County ROW) – This is an existing boat ramp within the CDOT ROW just north of Highway 92. It is bounded by private property. This facility should be monitored for use and impacts and may require improvements in access, circulation, and at the river’s edge.

2: Orchard City and Cedaredge

This map focuses on Cedaredge and immediate surroundings. The town is relatively unique in the county in that access points to public lands are relatively distant, and most public lands access are by car/truck/trailer. The recommendations of this Plan are consistent with the Town of Cedaredge Master Trail Plan (2008) and GOCO Inspire Grant application (The Nature Connection, 2017). Priorities within the Town include improving and completing connections to the school campuses, which in turn will enhance overall community trail connections within the Cedaredge. Opportunities exist to formalize an OHV route from Town to the Round Corral on Surface Creek Road and at the USFS boundary to enhance access to Grand Mesa. An existing OHV route to Grand Mesa on 2225 Road, to Old Grand Mesa Road, includes parking/staging in public ROW on 2225 Road; this area is bounded by private property, should be monitored for use/impacts, and may require active management in the future.

- 1) Deer Trail to Main Street (Town of Cedaredge, Cedaredge Master Trails Plan and GOCO Inspire) – Connect over existing, unimproved ROW between MS/HS campus and east Main Street.
- 2) HS/MS campus trail loop (DCSD, Cedaredge Master Trails Plan, and GOCO Inspire) – Improve overall connectivity of campus to other trail amenities, create looping trails for public and student use.

- 9) Pump Track (DCSD, GOCO Inspire, included in TNC 2018-2020 implementation budget) – Located on Elementary School Campus; creates recreational and programming opportunity in town.
- 3) Hwy 65 from Main Street to Elementary School Campus (CDOT ROW, Town of Cedaredge, Cedaredge Master Trails Plan, GOCO Inspire) – Increase safety for pedestrians along Hwy 65, complete connection of Grand Mesa Trail from Main Street to elementary school campus.
- 4) Bike lane improvements East Main to Cedar Mesa – Provide safe route for cyclists along steep grade between valley floor and Cedar Mesa; this route is also a part of the east-west regional bike route. This Plan assumes that the existing ROW width and grade is sufficient to allow for the addition of an uphill bike lane.

Future Improvements

- 1) Hwy 65 to Surface Creek via High Country Ave (Cedaredge ROW) – Connection of south terminus of Grand Mesa Trail, through skate park area, to Surface Creek (full connection requires pedestrian bridge, below).
- 2) Ped Bridge Surface Creek to Stonebridge Drive at High Country Ave – Connection across Surface Creek to existing Surface Creek Story Trail, through easement on private property (to be negotiated/granted), to high school/middle school campus.
- 3) Looping of Surface Creek Trail via 3rd Street – Looping of southern 2/3 of Surface Creek Story Trail via on-street trail or shared-use path via 3rd Street.

3: Smith Mountain:

The Smith Mountain Area lies in the northern end of the Gunnison Gorge NCA, and currently managed under the Gunnison Gorge NCA Resource Management Plan (RMP), which identifies Smith Mountain as a SRMA with “important values, resources, or land uses” listed as “protect and enhance riparian and recreation resources (Gunnison and North Fork Rivers Special Recreation Management Area)”¹. The RMP indicates that management planning is needed for the higher-elevation areas of the SRMA, which would include travel management planning for trails and recreation improvements. A series of alignments are indicated on this plan that serve as a starting point for recreation/trail development on Smith Mountain in coordination with the BLM. Numerous multi-use routes exist in this planning area, and two large parking lots (one with maps and restrooms) are in place. This Plan recommends planning and development of trails via the BLM process, including a combination of multi-use and non-motorized trails. Existing, multi-use routes should remain or be replaced with new multi-use routes. The overall design focus of new trail development should be for mountain biking/hiking, with an understanding that some or all trails will be managed for multi-use access. This complements the Peach Valley OHV area, where non-motorized uses are permitted but the facility design focus is on motorized users. Additionally, the plan identifies a potential location for a campground on H75 Road near the saddle of Smith Mountain. This campground would serve recreational users of all types and provide all-weather access to camping on the south side of the Gunnison River – the existing campground (Cottonwood Grove) can be difficult to access during inclement weather.

- 1) New trail planning and implementation via BLM process. Cost: TBD pending total trail alignments. Funding: Grants, BLM budget allocations, user group fundraising and volunteer work.

¹ Gunnison Gorge NCA Approved Resource Management Plan, 2004

Future Improvements

- 1) Primitive campground on H75 Road. Accommodate tent and pull-through camp trailer sites, vault toilets, and trail information signage.
- 2) Parking, shade/shelter, and signage improvements: as trail facilities and use increases, trailhead area improvements may be necessary; use levels and impacts should be monitored.

4: Hotchkiss:

Hotchkiss is a hub in the recreation and trails infrastructure for a variety of reasons: regional cycling routes pass through town; the high school campus area holds a number of community amenities such as the North Fork Pool, pump track, The Nature Connection (with numerous outdoor activity improvements funded via GOCO at the time of the writing of this plan); Delta County Fairgrounds; public river access; and access to public lands. Many of these active uses are/will be sited at the high school campus and currently there is no safe, non-motorized access between town and the campus. As such, the priority project for this area is to make that connection. Although relatively costly, this will provide significant value to the greater Delta County community by linking these public assets to town, and by creating a safe connection between Back River Road and downtown Hotchkiss as a part of the east-west regional cycling route.

- 1) Main Street to High School/Recreation District Campus (County Fairgrounds and CDOT ROW), including pedestrian bridge over North Fork River: Separated, shared-use (non-motorized) path extending from the east entry of the fairgrounds to Bulldog Street with pedestrian safety barriers as warranted. This will require CDOT permitting and wetlands evaluation, and potentially mitigation. Additionally, a pedestrian bridge will be required over the North Fork River as the existing Hwy 92 vehicle bridge is not of sufficient width to add a bike/pedestrian lane.
- 2) Pedestrian Crossing, Hwy 92 and Back River Road (CDOT ROW) – An improved crossing of Highway 92 to allow access between Back River Road (regional bike route) and proposed shared-use path along Hwy 92. Signage, pavement marking. Other signage and warning systems should be considered at this location the increase visibility of pedestrians to motorists, and reduction of the speed limit at the intersection may be appropriate. All proposed improvements will need to be to CDOT standards and approved via CDOTs process.
- 3) Trailhead/trail improvements south of High School (DSD, BLM, private; GOCO Inspire, at least partially included in TNC 2018-2020 implementation budget) – This proposed trailhead and trail improvements project would open up easy-to-access multi-use trails to a broad spectrum of users, from the High School mountain biking team to recreational and destination users of all skill levels. Public land access, parking, and complementing amenities enhance the value of this trail system. Coordination with BLM is necessary as proposed trails traverse BLM lands to the west of the High School.
- 4) Trail extensions south through BLM lands in ‘Dobes area. Opportunities exist to extend the High School Trails and the NFPRD Trails into BLM lands south of the High School. Future opportunities to obtain easements from a willing landowner, or to acquire land adjoining the BLM parcel would significantly increase the close-to-trailhead recreation potential of the area.
- 5) Improved Crossing, Hwy 92 and 3100 Road – This is the location of one of two crossings of Highway 92 of the 50-mile east-west regional bike route between Paonia and Delta. Crossing

infrastructure may be similar to the Back River Road proposed crossing, and will need to meet CDOT standards and be approved by CDOT.

- 6) Boat ramp at Fairgrounds (County Fairgrounds; GOCO Inspire, included in TNC 2018-2020 implementation budget) – The public access to the North Fork River is a high priority to the community and will be a valuable asset in river access and recreation. At the time of the writing of this document the project is allocated funding from the GOCO Inspire Grant award and is planned for implementation.
- 7) Fairgrounds Story Walk (County Fairgrounds; GOCO Inspire, included in TNC 2018-2020 implementation budget).

5: Crawford and Crawford State Park:

The Crawford map identifies the proposed improvements to the C Hill trailhead and trail, and identifies the Youngs Peak/C Hill area as a proposed Area of Interest for recreation and travel management planning. This public land north of town provides an opportunity for improved human-powered recreation convenient to Crawford. Motorized use should be limited to existing routes, and trail improvements should, initially, be limited to maintenance and modification of existing/previously developed routes. Travel and trail planning in this Area of Interest has not been formally initiated and requires the BLM planning process. Additionally, Crawford Road is identified as a regional route connecting to Paonia and Hotchkiss over existing County ROW. A separated, shared-use path along Hwy 92 and connecting the Town of Crawford to Crawford State Park has been identified as a desirable trail connection by CPW and is reflected in these plans. The map includes Crawford State Park; the CPW master plan for trails improvements along the perimeter of the reservoir is reflected, with the East Shore/Viaduct Trail as the next priority for development.

- 1) C Hill Trailhead and Trail (BLM, GOCO Inspire, included in TNC 2018-2020 implementation budget)
- 2) East Shore/Viaduct Trail (CPW, Crawford State Park). Capital and Maintenance Funding: CPW.
- 3) Separated, shared-use trail from Town of Crawford to Crawford State Park (CDOT, CPW, Delta County). Capital and Maintenance Funding: grants (CPW, CDOT, GOCO, others).

6: McDonald Mesa

The McDonald Mesa map identifies an Area of Interest for potential future recreation and travel management planning on BLM land. A proposed trail system (for any user type) is not yet developed and will need to undergo the BLM scoping and management process. Attributes favorable to trail development include existing access, existing routes throughout the proposed area, scenic quality, and proximity to Crawford, Paonia, and Hotchkiss. Recreational use of the area exists, but there is not active management or guiding documentation. Important considerations for any future planning of trails in this area include the proximity to two State Wildlife Areas (McCluskey and Roeber), direct habitat value of the BLM lands and historic grazing permits and cattle trails. Strategies that may be appropriate for this study area include: seasonal closures, routing trails around edges of high quality habitat, reducing trail density near high quality habitat, maintaining large/unbroken areas of habitat, avoiding small areas of habitat (“stepping-stone patches”) when selecting trail routes.² CPW recommendations include limiting trail development to maintenance and modification of existing routes. Currently no specific

² *Planning Trails with Wildlife in Mind, a Handbook for Trail Planners, Colorado State Parks 1998.*

trails planning is contemplated in this area; the lower (western) half of the area may be most appropriate for any future trails improvements.

7: Paonia:

Jumbo Mountain Trails have been developed but have not undergone BLM review process and are not formally recognized. This master plan supports the formalization of a multi-use trail system via the BLM process. Existing trails will require reevaluation against criteria identified during the BLM process and should also be evaluated against the recommendations of this plan for routing, gradient, sustainable construction and proposed user type. This plan recommends that trails on Jumbo Mountain be mixed-use, primitive (earth-surfaced) single track. If additional trails are proposed east towards the county line, these potential trails will need to be evaluated through the BLM scoping and planning process. If additional trails are proposed, the density of trail development should decrease significantly to the east, plans should include multiple user types, and impacts to wildlife habitat and historic uses (such as hunting and grazing) should be evaluated and given high priority. The BLM land extends into Gunnison County, with the easternmost property line coincident with USFS lands. Future plans may consider connectivity to existing trail infrastructure via this route. Jumbo mountain trailhead and access are noted in greater detail with Map 7a comments, below. CPW recommends limiting trail development to existing trails, with consideration for seasonal closures in critical wildlife habitat areas; this is consistent with the majority of public comment received for the Jumbo Mountain Area of Interest.

Elephant Hill/Lone Cabin BLM lands carry favorable attributes to trail development, including proximity to Paonia, potential through-access to other public lands south/southeast, and scenic value. Access via public ROW is possible via Minnesota Creek Road and Lone Cabin Road. Challenges include significant wildlife habitat, including critical winter range, limited access and trailhead/parking opportunities, and an overlay of uses that require careful consideration (e.g., hunting/horse packing, grazing permits and cattle drive trails). The proximity of the two State Wildlife Areas to the southwest is also an important consideration in the evaluation of the continuity of wildlife habitat/range of the area (in aggregate). Additionally, frontage along Minnesota creek road is less than 1/4 mile, with private lands flanking to the east and west, and a private residence immediately west of the potential trail head. The topography of the public frontage on Minnesota Creek Road is steep; a feasibility study of access, parking, and trailhead design would be necessary for any new trail system on Elephant Hill should this be considered in the future. Future trails planning will require the BLM scoping and planning process, and should include multiple uses, limits on trail density, seasonal closures, trails aligned to limit private property trespass. CPW recommends limiting trail development to existing trails, with consideration for seasonal closures in critical wildlife habitat areas; this is consistent with the majority of public comment received for the Elephant Hill/Lone Cabin Area of Interest.

Map 7a: Paonia Detail Area

The proposed improvements in the immediate vicinity of the Town of Paonia focus on creating a shared-use loop system, connecting downtown, the River Park, the Middle/High School campus and the library. This is as envisioned in (and consistent with) prior plans and the GOCO Inspire grant. The library connection serves as the jumping-off point for a regional connection (primarily road cycling, over existing ROW) to Hotchkiss and points west via Back River Road. This map highlights the parking and signage at Apple Valley Park, the trail connection from Apple Valley Park to the Jumbo Mountain Trailhead via the Hawk's Haven easement and via Pan American. Currently, access through Apple Valley

Park south and east requires crossing a corner of private property; the legal access to the Jumbo Mountain trails is via Pan American and this Plan recommends seeking an easement for trail access if the current landowner is amenable.

- 1) Middle/High School loop (DCSD, Town of Paonia, GOCO Inspire)
- 2) Grand Avenue Crossing at Paonia River Park (County ROW)
- 3) Pedestrian bridge and library connection (Town of Paonia, GOCO Inspire)
- 4) Jumbo Mountain Trailhead and directional signage at Hawk's Haven easement; Apple Valley Park (Town of Paonia)

Future Improvements

- 1) Parking, signage, wayfinding, restroom upgrades at Apple Valley Park
- 2) Pedestrian improvements between Apple Valley Park and Jumbo Mountain Trailhead

Policy-level Support

The statements below identify a number of topics that relate broadly to the development of trails, and should be considered on an ongoing basis. These statements generally do not relate to a specific trail or route, but instead consider future opportunities and ideas brought forth by members of the Delta County community. Through this plan, Delta County is supportive of:

- 1) Seasonal closures, as deemed necessary via appropriate the planning process, to protect wildlife and accommodate cattle/sheep grazing permits and drive trails as necessary – *Specifically related to trail proposals, on public lands, which require public scoping and planning processes.*
- 2) Pedestrian and bicycle infrastructure in public works projects. E.g., expanded shoulders, bike lanes, and separated trails commensurate with CDOT renovations (CDOT ROW), county, and municipal road corridor improvements.
- 3) Securing easements or acquiring properties from willing landowners to create/complete trail connections (e.g. river corridor trails, isolated public recreation amenities).
- 4) Future planning and development of dedicated regional, shared-use paths.
- 5) The Nature Connection/DCSD outdoor recreation, education programs, and facility improvements.
- 6) Grand Mesa Nordic Council and trails.
- 7) North Fork Valley Recreation District facilities and programs.
- 8) Travel management planning on BLM land for multi-use and selective limited-use trails, where active management does not yet exist.
- 9) Maintaining access to designated, legal trails (BLM and USFS).
- 10) Looping/laddering of existing OHV trails (BLM and USFS).
- 11) Development of recreation trails at Escalante Triangle – per the Escalante Triangle RMZ designation (BLM).
- 12) Access for OHVs from City of Delta to existing routes on Grand Mesa/Delta County line (City, BLM, USFS).
- 13) Access for OVHs from City of Delta to existing routes on Dominguez-Escalante NCA (BLM).
- 14) Formal identification and recognition of extra-regional OHV/multi-use routes, connecting to points outside of Delta County (e.g. the Rimrocker Trail).
- 15) Inclusion of trails in Delta County in regional trail network mapping and marketing.

- 16) Regional connection between Delta County and Gunnison County using existing routes and short connectors where needed (USFS, GPLI).
- 17) Improvement to trail heads (parking, mapping, and signage) and access as user numbers grow and individual trail popularity increases.

Summary of Priorities

The project priorities are provided in three groups, from highest to lowest priority. The priorities consider: value to a broad range of users, safe connection to public amenities, relative cost, community support, and distribution of priorities across communities. Each list is organized by map panel number. Each project may have a variety of partners and agencies with diverse funding sources for design and implementation. Order-of-magnitude costs for Priority 1 improvements are included in Chapter 07.

Priority 1

- Overall Map, Unincorporated: Signage and wayfinding for county regional route: Paonia to Hotchkiss across Rogers, Redlands, and Cedar Mesas, through Cedaredge, past Orchard City, into Delta.
- Overall Map, Unincorporated: Winter plowing of Stevens Gulch Road to existing USFS parking/staging area to provide access to motorized and non-motorized uses.
- Map 1, Delta: in-city connections (per city plan); Confluence Park to Cottonwood Park and Mountain View Park to Sweitzer Lake.
- Map 1, Delta: Escalante Triangle Trails.
- Map 1, Delta: Signage and wayfinding for OHV route from Delta to DENCA.
- Map 2, Cedaredge: Complete connection between H/MS campus and elementary school via Deer Trail to Main Street path, HS/MS campus trail loop, and continuous sidewalk along Grand Mesa Drive from Main Street to elementary school.
- Map 3, Smith Mountain: Smith Mountain new trails.
- Map 4, Hotchkiss: separated, shared-use trail from fairgrounds to Bulldog along Hwy 92 (requires pedestrian bridge at North Fork River).
- Map 4, Hotchkiss: Improved crossing at 92 and Back River Road.
- Map 4, Hotchkiss: Trailhead and trail improvements S of HS and at the 'Dobes.
- Map 5, Crawford: C Hill trail and trailhead improvements.
- Map 5, Crawford: East Shore/Viaduct Trail at Crawford State Park.
- Map 7, Paonia: Connection from River Park, across Grand, through M/HS campus.
- Map 7, Paonia: Formalize trails; wayfinding/signage/trailhead/access improvements for Jumbo Mtn.

Priority 2

- Overall Map, Unincorporated: Signage and wayfinding for county regional route: Paonia (Back River Road) to Crawford.
- Overall Map, Unincorporated: Improvement and formalization of OHV/multi-use route from North Delta OHV Area to Grand Mesa.
- Map 1, Delta: regional OHV/multi-use route from Sawmill Mesa Road to the Mesa County line.
- Map 1, Delta: Devil's Thumb Trailhead.
- Map 1, Delta: Sweitzer Lake Story Walk.
- Map 1, Delta: OHV route from North Delta OHV Area to Peach Valley OHV Area.
- Map 2, Cedaredge: Bike lane on Cedar Mesa Road to Main and 65.

- Map 2, Cedaredge: Pump track at elementary school campus.
- Map 4, Hotchkiss: Boat ramp at fairgrounds.
- Map 4, Hotchkiss: Fairgrounds Story Walk.
- Map 4, Hotchkiss: Improved crossing at Hwy 92 and 3100 Road (Rogers Mesa).
- Map 5, Crawford: Separated, shared-use path from Crawford to Crawford State Park.

Priority 3

- Overall Map, Unincorporated: Signage of looping/laddering routes, connecting to east-west regional route, on Rogers and Cedar Mesas.
- Overall Map, Unincorporated: East-west, regional, shared-use trail.
- Map 1, Delta: Shared-use path connecting Confluence Park to Escalante SWA.
- Map 1, Delta: OVH crossing of Gunnison River to provide access from Delta to North Delta OHV area and public lands beyond.
- Map 1, Delta: Delta Drop mountain bike trail.
- Map 1, Delta: Black Bridge boat ramp access, signage, parking improvements.
- Map 1, Delta: Hwy 65 boat ramp access, signage, parking improvements.
- Map 1, Delta: Shared-use path connecting Delta to Montrose.
- Map 2, Cedaredge: Shared-use path from Grand Mesa Drive to Surface Creek via High Country Ave.
- Map 2, Cedaredge: Pedestrian bridge over Surface Creek at High Country Ave (requires private land easement).
- Map 2, Cedaredge: Surface Creek Trail loop via 3rd Street.
- Map 3, Smith Mountain: Primitive campground on H75 Road.
- Map 3, Smith Mountain: Parking, shade/shelter, signage improvements at Smith Mountain.
- Map 7, Paonia: Pedestrian bridge M/HS campus to library.
- Map 7, Paonia: Parking, signage, wayfinding, and restroom upgrades at Apple Valley Park.
- Map 7, Paonia: Pedestrian improvements between Apple Valley Park and Jumbo Mountain Trailhead.



07

IMPLEMENTATION COSTS AND FUNDING SOURCES

07: IMPLEMENTATION COSTS AND FUNDING SOURCES

Project Costs

The tables below summarize the Priority 1 projects as identified by the public and stakeholder process. Potential projects are identified by map area.

Improvement	Est Cost	Potential Funding / Partners	Route Notes
Overall Map: Signage of regional route Paonia to Delta	\$10,000-15,000	Delta County, grants*	Connects Paonia, Hotchkiss, Cedaredge, Orchard City, and Delta via existing county roads. Approx. 50 miles.
Overall Map: Winter plowing Stevens Gulch Road to USFS Parking	\$900-3,000 annually	Delta County	Approx 2.3 miles of additional plowing. Crosses USFS boundary. Integrated into Stevens Gulch typical plow route. Assumes \$300/event, 3-10 events per year.
Map 1: City of Delta Trail Connections	Per City Plan	Per City of Delta	See City of Delta PROST Master Plan, 2018.
Map 1: Escalante Triangle Trails	Up to \$785,000	Grants, BLM in-kind, volunteer**	Per Escalante Triangle RMZ. Including primitive trailhead and trail improvements
Map 1: OHV Route, Delta-Dominguez/Escalante	\$3,500	Delta County, OHV user groups, grants	G Road/Sawmill Mesa Road to Escalante Rim Road. 10 directional signs at \$200/ea and one info kiosk at SW end of route at \$1,500
Map 2: Cedaredge in-town connections	\$60,000 (funded)	Town of Cedaredge, The Nature Connection GOCO Inspire Funds, additional grants	\$60k included in Nature Connection 2018-2020 Inspire Grant budget
Map 3: Smith Mountain Trails	TBD	Grants, BLM in-kind, volunteer	Management planning required prior to final trail use and design
Map 4: Hotchkiss town-high school	\$1,500,000	Grants, Delta County, Town of Hotchkiss, CDOT	Separated, shared-use path along Hwy 92. Assumes \$500k for bridge and remainder for 10' wide concrete trail. Soft surface would significantly reduce total cost.
Map 4: Hotchkiss Hwy 92 crossing at Back River Road	\$10,000	Grants, Delta County, Town of Hotchkiss, CDOT	Reliant on shared-use path, above, for continuity of connection. Assumes CDOT compliant signage and striping.
Map 4: Hotchkiss High School trail/trailhead improvements	\$85,000 (funded)	Grants, The Nature Connection GOCO Inspire funds, volunteer	\$85k included in Nature Connection 2018-2020 Inspire Grant budget
Map 5: Crawford C Hill Trail and trailhead	\$50,500 (funded)	The Nature Connection GOCO Inspire funds, volunteer	\$50.5k included in Nature Connection 2018-2020 Inspire Grant budget
Map 5: Crawford State Park east shore viaduct trail	\$415,000 Per CPW	CPW	Planned for implementation as a part of the Crawford State Park trails master plan
Map 7: Paonia connection from Paonia River Park across Grand	\$25,000	Town of Paonia, grants***	Allowance for soft-surface trail connection, striped road crossing, signage
Map 7: Paonia Jumbo Mountain trails	\$15,000	Grants, volunteer, BLM in-kind****	Allowance for regulatory and wayfinding signage/kiosk, initial trailhead improvements.

* Assumes average of one sign per mile @ \$150/sign with 25% of signs applied to existing fixtures. Includes allowance for design of custom signage.

** High end of cost range assumes full build-out of 30 miles of trails at \$25,000/mile, which equates to a professionally built trail over moderate terrain. Volunteer work and/or phasing would reduce the initial

implementation costs for this project. Includes \$35k allowance for planning/design. Final trail design is TBD.

***Current grant pursuits include application for additional trail improvements west of Grand on MS/HS campus; not included in this allowance value.

***Numerous trails already constructed. Immediate need for regulatory and wayfinding signage, as well as management planning process to determine future use/management. Planning process not included in this allowance value.

Costs provided in the table above are order-of-magnitude estimates based on assumptions regarding the type of improvement, design/permitting required, and difficulty in implementation. Recent, regional cost data has been used for unit price assumptions.

Additional reference information is provided below to assist in future planning and benchmarking of costs for individual projects.

From the Colorado Parks and Wildlife Statewide Strategic Trails Plan (2016):

Estimated Trail Construction Costs	General trail construction characteristics	Estimated Per Mile Costs
Natural surface/Natural tread trail – 18” – 60” trail tread	Trail designed consistent with agency specific trail standards, acceptable grade, erosion mitigation, etc.	\$25,000 \$40,000
Crusher Fines	Trail designed consistent with agency specific trail standards as above.	\$500,000 - \$600,000
Concrete Trail	10 foot wide, 6-inch thick, reinforced, mesh, sufficient gravel base subgrade.	\$1,000,000
Canyon trail with significant elevation change, aspect and geological issues	Example from Jefferson County “Peaks to Plains” Trail	\$5,000,000

Potential Funding Sources, Suggested Grants/Foundations

There are several potential funding sources typically considered for recreation and trails projects. These include:

- Grants
- Local Appropriations - Town and County revenues/budgets.
- Creation of a Designated Fund - special taxes, typically a sales tax increment at the County level, dedicated to open space, trails, parks and other similar community investments.
- Local Development – community benefits negotiated as a part of a subdivision or land development process.
- Conservation Set-Aside Tax Benefits - Under Colorado Law, landowners who agree to set aside developable lands for conservation purposes can reap substantial tax benefits directly, or cash benefits, by re-marketing the tax benefits to others in need of a state tax deduction.
- Individual, Corporate and Philanthropic Giving - gifts, grants, bequests, fund-raising events and other forms of giving.
- In-Kind Volunteerism - public agencies or private participants both in land donations and possibly use of equipment, labor or materials.

Currently, Delta County does not have a dedicated budget for capital or maintenance funding of trail, trailhead, or access improvements, although the partnership with the Delta County School District in funding The Nature Connection does provide financial support of recreation and trails programming and physical assets. Additionally, there is precedent of allocation of Road and Bridge equipment,

materials, and staff in improving existing routes. To date, public lands trails improvement and maintenance has largely been provided by the governing land management agency, outside funding such as grants and registration fee disbursements, and/or user group support. Leveraging County funds to support the implementation and upkeep of recreation and trails assets would benefit the public in several ways. (1) The most apparent benefit is in providing dollars that directly support publicly accessible trail amenities. (2) Allocation of funds illustrates a high level of support for trails projects, an important consideration in leveraging outside funding sources, such as grants. (3) Budgeting that results in increased or improved recreation assets in the County will advance the implementation of priority projects, increasing the marketability and attractiveness of the County's recreation infrastructure and indirectly benefiting local communities and businesses. Additionally, the County should consider in-kind financial support of trail improvement and maintenance, such as waiving tipping fees at the landfill for trail/trailhead clean-up days.

This plan recommends that the County consider budgeting for trail asset planning, capital and maintenance efforts. The likely allocation of such funds early in the development of the priority projects as identified in this plan is in making budget available for fund-matching in support of planning and implementation grant applications.

The following tables illustrate a number of grant funding agencies and programs that may provide access to funding for planning and/or implementation of specific recreation and trails projects. This list should not be considered exhaustive; the most effective method for choosing and pursuing grant funding is to engage the expertise of a grant writing professional or an individual with direct experience in winning grant funding to evaluate funding opportunities and assemble grant applications.

Great Outdoors Colorado (GOCO)

Local Park and Outdoor Recreation Grants to help build or improve community parks, outdoor recreation amenities, outdoor athletic facilities, and environmental education facilities. Funding is also available for land acquisitions.

The Connect Initiative, funds projects that help connect regional and local trail networks and provide more bikeable and walkable access to outdoor recreation.

The Inspire Initiative is the third prong of our strategic plan and was developed to address the growing disconnect between youth and the outdoors. This grant program is no longer accepting applications.

Address:	1900 Grants St., Ste 725 Denver, CO 80203
Phone:	(303) 226-4500
Fax:	(303) 863-7517
Email:	info@goco.org
Website:	http://www.goco.org/grants
Purpose:	Great Outdoors Colorado (GOCO) invests a portion of Colorado Lottery proceeds to help preserve and enhance the state's parks, trails, wildlife, rivers, and open spaces. GOCO's independent board awards competitive grants to local governments and land trusts, and makes investments through Colorado Parks and Wildlife. Created when voters approved a Constitutional Amendment in 1992, GOCO has since funded more than 4,800 projects in urban and rural areas in all 64 counties. Grant programs include annual Local Park and Outdoor Recreation (LPOR) grants, planning grants, School Yard Initiative (SYI) grants, and Youth Corps grants, as well as Open Space grants, Conservation Easement Transaction Costs grants, Conservation Excellence grants, and Habitat Restoration grants. Grants are also awarded through GOCO's Special Initiatives: Protect (for large land conservation projects), Connect (for trail networks and improved access to the outdoors), and Inspire (addressing the growing disconnect between youth and the outdoors).

Grant Types:	Capital Improvement/Purchase; Challenge/Matching
Primary Areas:	Environment/Conservation; Recreation/Sports
Details:	Has specific grant guidelines; Has specific reporting requirements; Always call before applying; Issues Requests for Proposals; Check annual report for details; Check website for details
How to Apply:	Complete information is available at GOCO.org/grants regarding grant cycle dates, types of projects funded, amounts allocated to different funding categories, when applications will be available, and application deadlines and guidelines. Each GOCO grant program has its own application and forms, instructions, criteria, and deadlines. New applications are developed for each grant cycle.
Restrictions:	Each program has its own restrictions; view the website or contact the funder for information for each.
Average Range of Grants Awarded in Colorado:	\$200,000 - \$500,000

Colorado Parks and Wildlife Division (CPW)

The Recreational (non-motorized) Trails Program

Address:	Colorado Parks and Wildlife Division - Trails Program 13787 U.S. Hwy 85 N. Littleton, CO 80125
Phone:	
Fax:	
Email:	dnr_trails@state.co.us
Website:	http://cpw.state.co.us/aboutus/Pages/TrailsGrantsNM.aspx
Purpose:	The Recreational (non-motorized) Trails Program assists local governments, clubs, nonprofit partners and federal land managers through grants and expertise for non-motorized trails in Colorado. Every year the program awards \$2 to \$3 million in non-motorized trails grants. The Colorado State Recreational Trails Grant Program funds projects for large recreational trail grants, small recreational trail grants, trail planning, and trail support grants. This program is a partnership among: Colorado Parks and Wildlife; Great Outdoors Colorado (GOCO); The Colorado Lottery; The federal Recreational Trails Program (RTP); The Land and Water Conservation Fund (LWCF)
Grant Types:	Capital improvements
Primary Areas:	New Trail or Trailhead Construction – New trail or trailhead where none currently exist, environmental restoration, and trail signage. Maintenance, Re-route or Reconstruction of Existing Trails – Enhance or improve current trails. Enhancements or upgrades to Existing Trailheads – Improve current trailhead facilities. This project type includes the installation or creation of new facilities at an existing trailhead. Land Acquisition or Easement – Acquire land, through fee title or easements, intended for future trail development. Planning – Trail layout, design, engineering, feasibility studies, inventory, use studies, analysis of existing and proposed trails and master plans. Support – Build and enhance volunteer organizations, increase capacity and trail training
Details:	
How to Apply:	Trail grant requests must be submitted in one of four categories: Small Construction/Maintenance, Large Construction/Maintenance, Planning or Support.
Restrictions:	Local, county, state governments, federal agencies, recreation and metro districts and non-profit organizations are eligible. Applicants must have management

	<p>responsibilities over public lands or authorization from the land manager for the project work</p> <p>proposed. Applicants may submit two applications for a State Trails grant per year: one can be for Construction or Maintenance work and the other must be for Planning or Support. Organizations or entities that submit an application for maintenance, construction or planning</p> <p>cannot appear as the primary partner or principle subcontractor on any additional maintenance, construction or planning applications submitted in the same grant cycle. All projects are required to have match funding. A minimum of 30% of the total grant award must be secured as match, and at least 10% of those funds must be cash. All properties on which State Trails' funded projects take place must be under the control of the applicant or authorized agent and open to the public for at least 25 years. A deed, easement, license, long term lease or other documentation may be requested as proof of ownership or public access rights. It is mandatory for applicants of new construction and maintenance reroute projects to contact and inform the district wildlife manager for that area prior to application submission.</p>
Average Range of Grants Awarded in Co:	

Colorado's State Trails Program

State Snowmobile Program, Snowmobile Capital/Construction Project Grant

Address:	Ms. Gabrielle Smiley OHV and Snowmobile Program Assistant Colorado State Parks 6060 Broadway Denver, CO 80216
Phone:	303-791-957 ext. 4132 (303) 791-1920
Fax:	(303) 470-0782
Email:	Thomas.mesta@state.co.us gabrielle.smiley@state.co.us .
Website:	http://cpw.state.co.us/aboutus/Pages/SnowmobileGrants.aspx
Purpose:	The Snowmobile Program provides funding for trail grooming, trail improvements, the Snowmobile Safety Certification Program as well as enforcement and signing. The Colorado Snowmobile Capital Grants Program has allocated thousands of dollars to successful applicants to purchase new groomers, repair existing groomers, for trailhead improvements, construction of permanent groomer and maintenance facilities and for the purchase of signs and trail marking materials.
Grant Types:	Capital Improvement/Purchase; Project/Program Support
Primary Areas:	Recreation/Sports
Details:	Has specific grant guidelines; Has specific reporting requirements; Check website for details
How to Apply:	Application forms can be downloaded from the website. Both a signed hard copy and an electronic copy of the application are required.
Restrictions:	<p>All projects are subject to environmental reviews to identify any potential resource impacts resulting from the project. All concerns are passed onto project sponsors and land managers. All land managers must provide documentation that required environmental reviews are completed.</p> <p>Funding is allocated for projects that: Prioritizes the need as related to the grooming program of the club and the state snowmobile grooming program.</p> <ul style="list-style-type: none"> - Demonstrate the ability to maintain the equipment/project being proposed - Justify the real need for the equipment - Quality of the grant proposal, neat, well-organized information

	<ul style="list-style-type: none"> - Provides for or supports safe, quality winter opportunities to the general public - Provides or supports quality snowmobile trail systems - Provides for winter trail related facilities that enhance the snowmobiling experience - Provides for the connection of winter trail systems into a statewide network
Average Range of Grants Awarded in Colorado:	

Colorado's State Trails Program

Off Highway Vehicle (OHV) Grant Program, Programmatic (competitive) OHV Project Grants

Address:	Mr. Tom Metsa OHV Program Manager Colorado State Parks and Trails Program 13787 S. Highway 85 Littleton, CO 80125
Phone:	(303) 791-1954
Fax:	(303) 470-0782
Email:	Thomas.metsa@state.co.us
Website:	http://cpw.state.co.us/aboutus/Pages/TrailsGrants.aspx
Purpose:	The mission of CPW's Trails Program is to be the major facilitator in accomplishing the following visions for trails in Colorado through promoting understanding and stewardship of Colorado's outdoors by providing opportunities for the public use and support of Colorado's diverse system of trails. Colorado's trail system will allow Coloradans to experience the state's diverse landscapes in a range of ways. Trails are developed with sensitivity to the environment and in ways they complement other lands (e.g., people can use trails to commute to work or school or get other places they want to go). Trails are well maintained. Conflict among trail users and impacts to trail settings are minimized through design, management, and education. The public has access to maps and other information they need to find the trail experiences they seek. The system is a collaborative effort among public and private entities, with the State Trails Program providing leadership in accomplishing this vision.
Grant Types:	Capital Improvement/Purchase; Challenge/Matching
Primary Areas:	Environment/Conservation; Recreation/Sports
Details:	Has specific grant guidelines; Always call before applying; Check Website for Details
How to Apply:	Application packets (motorized and non-motorized) are available on the Trails Homepage. Staff can review the project scope in advance to provide advice as to whether an application fits well with funding goals and clarify what is required in the application. Applicants may be invited to present their project in a meeting with reviewers. Trails Program staff provide training sessions on the grant application process and grant writing techniques throughout the state.
Restrictions:	Eligible applicants include: local, county, and state governments; federal agencies; recreation and metro districts; nonprofit organizations. Applicants must have management responsibilities over public lands or authorization from the land manager for the project work proposed. Applicants may submit two applications for a State Trails grant per year: one can be for Construction or Maintenance work and the other must be for Planning or Support trail projects. Organizations or entities that submit an application for maintenance, construction or planning, as the principle applicant, cannot appear as the primary partner or principle subcontractor on any additional maintenance, construction or planning applications submitted in the same grant cycle. Full list of eligibility criteria and restrictions can be found under the Application Information sections of each grant type's web page.
Average Range	N/A

of Grants Awarded in Colorado:	
---------------------------------------	--

Wetland Wildlife Conservation Program

Address:	Mr. Brian Sullivan Wetlands Program Coordinator Colorado Parks and Wildlife 317 W. Prospect Rd. Fort Collins, CO 80526
Phone:	970-472-4306
Fax:	
Email:	brian.sullivan@state.co.us
Website:	http://cpw.state.co.us/aboutus/Pages/Wetlands.aspx
Purpose:	The Wetland Wildlife Conservation Program is a voluntary, incentive-based program to protect wetlands and wetland-dependent wildlife on public and private land.
Grant Types:	Challenge/Matching; Project/Program Support
Primary Areas:	Funding for all phases of wetland and riparian creation, restoration and enhancement; Funding for conservation easements and fee-title purchase through the Wildlife Habitat Program; Wildlife and aquatic resource inventories; Education and outreach; Project monitoring and evaluation
Details:	Has specific grant guidelines; Has specific reporting requirements; Always call before applying; Issues Requests for Proposals; Check website for details
How to Apply:	Notices will be posted on the website when future wetland/riparian funding opportunities are available.
Restrictions:	Funds are allocated annually to the program - and projects are recommended for funding by a Parks and Wildlife committee with final approval by the Director.
Average Range of Grants Awarded in Colorado:	\$15,000 - \$50,000

Fishing is Fun in Colorado

Address:	Mr. Jim Guthrie Program Coordinator 1313 Sherman St., Fl. 6 Denver, CO 80203
Phone:	303- 866-3203 x4689 (303) 297-1192
Fax:	
Email:	jim.guthrie@state.co.us
Website:	http://cpw.state.co.us/aboutus/Pages/FishingIsFunProgram.aspx
Purpose:	The Fishing Is Fun program provides up to \$400,000 in matching grants annually to local and county governments, park and recreation departments, water districts, angling organizations and others for projects to improve angling opportunities in Colorado.
Grant Types:	Capital Improvement/Purchase; Challenge/Matching
Primary Areas:	Environment/Conservation; Recreation/Sports. Stream and river habitat improvements, access improvements, perpetual easements for public access, pond and lake habitat improvements, fish retention structures, development of new fishing ponds, and amenity improvements such as shade shelters, benches and restrooms.
Details:	Has specific grant guidelines; Has specific reporting requirements; Check website for

	details
How to Apply:	Applications due to local Regional or Area offices by 5:00 p.m on March 3, 2018. Planning with the local district wildlife manager (regional contact information available on the website) is recommended prior to application submission. Applications available November 2016 on the Colorado Parks and Wildlife website, or from the Fishing is Fun Program Coordinator at jim.guthrie@state.co.us. More information may be found at http://cpw.state.co.us/Documents/Fishing/FishingIsFun/FIF2016Calendar.pdf
Restrictions:	Applicants may not participate in more than two projects annually. Separate chapters or units of statewide organizations are considered as separate applicants; however eligible applicants are: local governments; park and recreation departments; water districts; individuals; conservation groups; other non-profit organizations. Handicapped accessibility is generally required (a condition of federal funds). Projects are ranked and based on how they help Colorado Parks and Wildlife achieve long-range goals of increased fishery recreation, local match, access, and habitat improvement. Funding is not provided for: research; planning; overhead; promotion or advertising; contingency funds. Grants will not be made for any project not available to the general public for fishing purposes or for ventures with commercial overtones. Seed money or general operating funds are not available. BBQ pits, RV hookups and non-fishing related amenities are not eligible for reimbursement or for use as part of the match. Project must be maintained for 20 years. Qualified projects are eligible for reimbursement of up to 75 percent of project costs; however, the average match for approved projects is 40 percent. Federal money cannot be used by applicant as match. In-kind matching funds are acceptable. Please see the Guidelines for more information about eligible matches and other restrictions.
Average Range of Grants Awarded in Colorado:	\$50,000 - \$80,000

Colorado Department of transportation

Colorado Scenic & Historic Byways Program

Address	Ms. Lenore Bates Program Manager Colorado Department of Transportation (CDOT) 4201 E. Arkansas Ave., Shumate Bldg. Denver, CO 80222
Phone:	(303) 757-9786
Fax:	(303) 757-9727
Email:	Lenore.Bates@dot.state.co.us
Website:	https://www.codot.gov/travel/scenic-byways
Purpose:	The Program is a statewide partnership intended to provide recreational, educational, and economic benefits to Coloradans and visitors. The system of outstanding touring routes in Colorado affords the traveler interpretation and identification of key points of interest and services while providing for the protection of significant resources.
Grant Types:	Capital Improvement/Purchase; Challenge/Matching; General Operating Support; Project/Program Support; Technical Assistance
Primary Areas:	Arts/Culture/Humanities; Arts:Historic Preservation; Education; Environment/Conservation
Details:	Has specific grant guidelines; Always call before applying; Check website for details
How to Apply:	Projects are prepared by the local byways organization and submitted to the Scenic and Historic Byways Commission for review, evaluation, and prioritization. A single grant application from the State of Colorado is prepared and submitted to the Federal Highway Administration in Washington, DC for final review and approval. The Secretary of Transportation makes the grant awards.

Restrictions:	Funding is limited to eligible projects submitted by local byway organizations of designated Scenic and Historic Byways. Only one project per byway is generally accepted for each grant cycle. Funding is 80 percent federal (maximum) with a required 20 percent (minimum) local match. In-kind services and federal cash are allowed as part of the 20 percent match requirement. Federal in-kind match and state or local government in-kind matches are not allowed. Grant proposals must be sponsored by one of the 25 designated scenic byways. Eligible grant project types and priorities are set by the Federal Highway Administration. Visit the website for more information.
Average Range of Grants Awarded in Colorado:	\$30,000 - \$150,000

Colorado Department of Local Affairs

Conservation Trust Fund, funding can be used for the acquisition, development, and maintenance of new conservation sites or for capital improvements or maintenance for recreational purposes on any public site.

Address	
Phone:	(303) 864-7735
Fax:	
Email:	leslie.jones@state.co.us
Website:	
Purpose:	The Department of Local Affairs distributes CTF dollars quarterly, on a per capita basis, to over 470 eligible local governments: counties, cities, towns, and Title 32 special districts that provide park and recreation services in their service plans.
Grant Types:	Conservation Trust Funds are the portion of Lottery proceeds constitutionally mandated to be distributed directly to local governments, based on population, for acquiring and maintaining parks, open space and recreational facilities.
Primary Areas:	CTF can be used for the acquisition, development, and maintenance of new conservation sites or for capital improvements or maintenance for recreational purposes on any public site.
Details:	
How to Apply:	
Restrictions:	Any county, municipality, or special district which has created a conservation trust fund pursuant to this section and which has certified to the department of local affairs that it has created such fund.
Average Range of Grants Awarded in Colorado:	

Energy/Mineral Impact Assistance Program, promote sustainable community development, increase livability and resilience of communities through strategic investments in asset-building activities.

Address	Ms. Stacy Romero Program Manager Department of Local Affairs (DOLA) 1313 Sherman St., Rm. 521 Denver, CO 80203
Phone:	(303) 864-7756
Fax:	(303) 864-7759

Email:	stacy.romero@state.co.us
Website:	https://www.colorado.gov/pacific/dola/energymineral-impact-assistance-fund-eiaf
Purpose:	The purpose of the EIAF Program is to assist political subdivisions that are socially and/or economically impacted by the development, processing, or energy conversion of minerals and mineral fuels. Funds come from the state severance tax on energy and mineral production and from a portion of the state's share of royalties paid to the federal government for mining and drilling of minerals and mineral fuels on federally-owned land.
Grant Types:	Capital Improvement/Purchase; Emergency Loans
Primary Areas:	Economic Development; Neighborhood Development; Public Safety/Emergency Relief
Details:	Has specific grant guidelines; Has specific reporting requirements; Always call before applying; Check annual report for details; Check website for details
How to Apply:	Comprehensive guidelines and the electronic application are available on the website. Before applying, please review the High Performance Certification notice on the website. For questions, contact the appropriate regional DOLA Field Staff based in Grand Junction, Fort Morgan, Alamosa, Pueblo, Loveland, and Durango, Frisco, and Golden; contact information is available on the website. Tier I applications will be accepted for grant requests up to \$200,000. Tier II applications will be accepted for grant requests up to \$1 million.
Restrictions:	Any county, municipality, or special district which has created a conservation trust fund pursuant to this section and which has certified to the department of local affairs that it has created such fund.
Average Range of Grants Awarded in Colorado:	\$40,000 - \$200,000

Department of the Interior - Bureau of Land Management

L18AS00005

BLM-CO Expanding Recreational Opportunities on Colorado's Public Lands

Address	
Phone:	(303) 239-3908
Fax:	
Email:	esarris@blm.gov
Website:	
Purpose:	The Bureau of Land Management (BLM) Colorado's 8.3 million acres of public lands, along with 27 million acres of mineral estate, are concentrated primarily in the western portion of the State. The lands range from alpine tundra, colorful canyons, and mesas in the southwest, to rolling sage-covered hills in the northwest. These public lands play a vital role in providing open space and contribute to Colorado's quality of life. The public lands and resources administered by the BLM are among Colorado's greatest assets, benefitting local communities and our nation. Every year, BLM-managed public lands support thousands of jobs in Colorado and draw millions of visitors. Colorado's public lands support diverse lifestyles and livelihoods on healthy and working landscapes in Colorado's backyard. BLM Colorado's National Conservation Lands encompass approximately one million acres, or one-eighth of all BLM land in the state. In addition, BLM Colorado manages the following: 1) 3 national conservation areas; 2) 53 wilderness study areas; 3) 5 wilderness areas; 4) 1 national historic trail; 5) 1 national scenic trail, and; 6) 2 national monuments. BLM Colorado's recreation program benefits from the vibrant network of volunteers and partners. In particular, our recreation program is bolstered by the strength of the BLM's partnerships with national, regional, and local organizations that share our goals of providing sustainable recreation opportunities and economic benefits to communities. Recreation-related activities contribute more than \$543 million to Colorado's economy and supports

	more than 4,625 jobs. BLM Colorado offers a variety of motorized recreation opportunities from the OHV play areas in Flat Top-Peach Valley and Grand Valley, to extreme rock crawling at Wolford Mountain Recreation Area or Independence Trail in the Gold Belt Recreation Area. BLM Colorado's Recreation program benefits the vibrant network of recreationists and partners. The vision of this strategy is to build on the strength of the BLM's partnerships with national, regional, and local organizations who share our goals of providing sustainable recreation opportunities and lasting economic benefits to communities. BLM Colorado is seeking recreation partnerships to enhance visitors' experiences and provide quality recreation opportunities. To that end, the BLM is looking for a cooperator/partner who will work to help promote BLM's multiple use mission and responsible use of motorized vehicles through shared conservation of public lands.
Grant Types:	
Primary Areas:	Natural Resources
Details:	
How to Apply:	For more information on this funding opportunity, including the full announcement, instructions, and application package, please visit www.grants.gov to view Funding Opportunity Announcement (FOA) No. L18AS00005.
Restrictions:	
Average Range of Grants Awarded in Colorado:	\$5,000

Advocacy Advance

Advocacy Advance grants, a dynamic partnership of the League of American Bicyclists and the Alliance for Biking & Walking -- aims to boost local and state bicycle and pedestrian advocacy efforts. With support from SRAM Cycling Fund, the Everybody Walk Collaborative, REI and New Belgium Brewing, Advocacy Advance provides targeted trainings, reports, grants and assistance to equip advocates with the specific tools they need to increase biking and walking in their communities.

Address	Ms. Brighid O'Keane Advocacy Director Alliance for Biking and Walking 1612 K. St. N.W., Ste. 802 Washington, DC 20006
Phone:	(202) 621-5442
Fax:	
Email:	brighid@advocacyadvance.org
Website:	http://www.advocacyadvance.org/grants
Purpose:	Advocacy Advance is a partnership of the Alliance for Biking and Walking and the League of American Bicyclists to boost local and state bicycle and pedestrian advocacy efforts. It offers two types of grants. Rapid Response Grants enable state and local bicycle and pedestrian advocacy organizations to win, increase, and preserve public funding in their communities. Big Idea grants are awarded to organizations that are pushing forward on some of the most important areas of bicycling and walking advocacy in the areas of equity; safety/vision zero; health/walking; innovative local or state funding campaigns.
Grant Types:	Project/Program Support; Technical Assistance
Primary Areas:	Environment/Conservation; Health; Public Policy/Society Benefit
Details:	Has specific grant guidelines; Has specific reporting requirements; Check annual report for details; Check website for details
How to Apply:	Complete the proposal form located on the website and submit via email. Applicants are encouraged to contact the Advocacy Director with any questions, for help with the

	application, or for feedback.
Restrictions:	The organization will not fund: organizations whose primary purpose is not advocacy; general or ongoing organizational support; events, rides, or education activities, campaigns for political candidates; long-term campaigns or campaigns that are not directed to winning public funds for biking and walking projects. Applicants must: be members of the Alliance for Biking and Walking and the League of American Bicyclists (unless the applicant is a walking-only organization); be incorporated as a U.S.-based 501(c)(3) or 501(c)(4) organization; be facing an opportunity that is immediate and has a specific time frame; propose a campaign to raise additional federal, state, or local funding for biking and walking infrastructure and/or programs; propose a replicable campaign that is winnable with measurable results.
Average Range of Grants Awarded in Colorado:	\$2,000

American Alpine Club

Cornerstone Conservation Grant, powered by REI creates healthy climbing landscapes, promotes respect for the places we climb, and empowers local climbing communities.

Address:	The American Alpine Club 710 10th Street Suite 100 Golden, CO, 80401
Phone:	303-384-0110
Fax:	
Email:	info@Americanalpineclub.Org
Website:	https://americanalpineclub.org/grants/
Purpose:	Funds essential infrastructure at climbing areas. Previously, the Club has funded projects like fixed anchor improvement, new trails, human waste management solutions, parking, and signage.
Grant Types:	
Primary Areas:	Climbing, Conservation
Details:	
How to Apply:	
Restrictions:	Have measurable, high impact yet achievable goals Incorporate best practices for sustainability Improve land conservation and/or climber practices Demonstrate reduced impact from climber practices Demonstrate a plan for long term success Engage members of the local climbing community Have local land manager endorsement Have local AAC Section endorsement Have a realistic budget Utilize matching agency, local funds or Access Fund grant money
Average Range of Grants Awarded in Colorado:	\$1,000 to \$8,000

People for Bikes

Community Grants, provide funding for important and influential projects that leverage federal funding and build momentum for bicycling in communities across the US. These projects include bike

paths and rail trails, as well as mountain bike trails, bike parks, BMX facilities, and large-scale bicycle advocacy initiatives.

Address:	Ms. Zoe Kircos Director, Grants and Partnerships PO Box 2359 Boulder, CO 80306
Phone:	303-449-4893 x106
Fax:	(303) 442-2936
Email:	zoe@peopleforbikes.org
Website:	http://peopleforbikes.org/our-work/community-grants/
Purpose:	The Foundation provides funding for important and influential projects that leverage federal funding and build momentum for bicycling in communities across the U.S. These projects include bike paths and rail trails, as well as mountain bike trails, bike parks, BMX facilities, and large-scale bicycle advocacy initiatives.
Grant Types:	Project and infrastructure funding,
Primary Areas:	bicycle infrastructure projects, Public Policy/Society Benefit; Recreation/Sports
Details:	Does not accept unsolicited proposals; Accepts Letters of Intent; Has specific grant guidelines; Has specific reporting requirements; Check website for details
How to Apply:	The Foundation accepts requests for funding of up to \$10,000 and will not consider grant requests in which its funding would amount to 50% or more of the project. Interested applicants should submit an online Letter of Interest (LOI) through the website. LOIs will include basic information about the applying organization and contact person, as well as an overview of the project proposed for funding. All invited applicants must utilize the online grant application system.
Restrictions:	The Foundation will not consider facility applications that request funding for: feasibility studies, master plans, policy documents, or litigation; signs, maps, and travel; trailheads, information kiosks, benches, and restroom facilities; bicycles, helmets, tools, and other accessories or equipment; education; events, races, clinics/classes, or bicycle rodeos; bike recycling, repair, or earn-a-bike programs; bike-share programs; projects in which it is the sole or primary funder; projects outside the US. It will not consider advocacy project applications that request funding for: general operating costs; staff salaries, unless directly related to program implementation; rides and event sponsorships; planning and retreats; bicycles, helmets, tools, and accessories or equipment; bike-share programs; organizations whose primary mission is not expressly related to bicycle advocacy. The Foundation does not accept emailed, mailed, or faxed applications.
Average Range of Grants Awarded in Colorado:	\$10,000 - \$915,000

America Walks

Community Change Micro Grants

Address	
Phone:	
Fax:	
Email:	hsimon@americawalks.org
Website:	http://americawalks.org/2017-community-change-micro-grants-open/
Purpose:	Individuals and communities interested in improving the public sphere for walking or otherwise helping to make walking more commonplace. This program awards up to \$1,500 to fund or help to catalyze smaller-scale, low-cost projects and programs that increase the prevalence of walking, expand the diversity of people and organizations working to advance

	walkability, and help to make walking safer, easier, and more fun for all community members.
Grant Types:	
Primary Areas:	
Details:	
How to Apply:	
Restrictions:	
Average Range of Grants Awarded in Colorado:	

The Environment Foundation

Address:	Matthew Hamilton PO Box 1248 Aspen, CO 81612
Phone:	970-300-7153
Fax:	
Email:	mhamilton@aspensnowmass.com
Website:	https://www.aspensnowmass.com/we-are-different/the-environment-foundation
Purpose:	We have a collective responsibility to ensure that our company is a rewarding place to work and our community a desirable place to live. We respect and nurture the delicate balance between “resort” and “community” that makes us unique. The combination of our values-based company with unparalleled mountain sports, community, history, culture and environment gives us a unique market niche. We are successful because we live the values and principles expressed here.
Grant Types:	
Primary Areas:	Community/Public Affairs; Economic Development; Environment/Conservation; Recreation/Sports
Details:	Accepts Common Grant Report (CGR); Check website for details
How to Apply:	Eligible recipients may be private or nonprofit organizations, government agencies or individuals. The board of directors evaluates all grant applications first on compliance with the eligibility requirements, then on set selection criteria. The board suggests that maximum grant requests not exceed \$15,000. Grant requests for less than \$8,000 are more likely to be funded.
Restrictions:	
Average Range of Grants Awarded in Colorado:	\$5,000 - \$15,000

Safe Routes to Schools: Colorado Department of Transportation (CDOT)

Colorado Safe Routes to School Projects,

Address:	Leslie Feuerborn Colorado Safe Routes to School 4201 E. Arkansas Ave. Shumate Building Denver, CO 80222
Phone:	303-757-9088
Fax:	
Email:	dot_srts@state.co.us Leslie.Feuerborn@state.co.us

Website:	https://www.codot.gov/programs/bikeped/safe-routes/funding-evaluation/funded-co-projects.html#srtsapps
Purpose:	Safe Routes to School (SRTS) was established in 2005 through Federal legislation to enable and encourage children, including those with disabilities, to walk and bicycle to school; to make walking and bicycling to school safe and more appealing; and to facilitate the planning, development and implementation of projects that will improve safety, and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.
Grant Types:	Capital Improvement/Purchase
Primary Areas:	Children & Youth Services; Community/Public Affairs; Education:K-12; Environment/Conservation; Recreation/Sports
Details:	
How to Apply:	https://www.codot.gov/programs/bikeped/safe-routes/assets/fiscal-year-2017-documents/fy-2017-18-srts-non-infrastructure-projects-instructions-and-application-ver-072817.pdf
Restrictions:	To apply for a CSRTS grant, applicants must be either; a local government; a school district, local education agency or school; a regional transportation authority; <input type="checkbox"/> a transit agency; a natural resource or public land agency a tribal government; or any other local or regional governmental entity with responsibility for or oversight of transportation or recreational trails that the State determines to be eligible, consistent with the goals of this grant application. Funds are available for Safe Routes to School programs that benefit elementary and middle school children in Kindergarten through 8th grade; most typically elementary and middle schools but any school that has students in K-8 grades is also eligible.
Average Range of Grants Awarded in Colorado:	Minimum \$5,000

Gates Family Foundation

Address:	Ms. Lisa Rucker Program Officer / Grants Manager 1390 Lawrence St., Ste. 400 Denver, CO 80204
Phone:	(303) 722-1881
Fax:	(303) 316-3038
Email:	info@gatesfamilyfoundation.org
Website:	http://www.gatesfamilyfoundation.org/how-to-apply
Purpose:	The mission of the Gates Family Foundation is to invest in projects and organizations which have meaningful impact in Colorado primarily through capital grants and Foundation initiatives that enhance the quality of life for those living in, working in and visiting the state. The Foundation seeks to promote excellence, innovation and self-sufficiency in education, healthy lifestyles, community enrichment, connection to nature and stewardship of the state's natural inheritance.
Grant Types:	Capital Improvement/Purchase; Challenge/Matching
Primary Areas:	Arts/Culture/Humanities; Children & Youth Services; Community/Public Affairs; Education:K-12; Environment/Conservation; Recreation/Sports
Details:	Accepts Letters of Intent; Accepts Common Grant Report (CGR); Accepts Capital Common Grant Application (CCGA); Has specific reporting requirements; Check website for details
How to Apply:	Applicants may find it helpful to call a program officer to review the substance of a proposed project. Alternatively, applicants may submit an initial inquiry by completing the Narrative in Section III of the Capital Common Grant Application. If the information in the narrative

	dovetails with the Foundation's funding priorities for capital grants, staff will request a completed Capital Common Grant Application. After reviewing guidelines and requirements on website, applicant should contact a program officer to discuss potential eligibility for an initiated grant.
Restrictions:	The Foundation does not consider support for: general operating or program expenses unless initiated by the Foundation; loans, grants, scholarships, or camperships to individuals; projects that have been substantially completed prior to the next trustees' meeting; conferences, meetings, or studies that are not initiated by the Foundation; more than one proposal from an organization in a calendar year unless initiated by the Foundation, and does not reconsider previously denied proposals; other private foundations or organizations engaged in grant making; retire operating or construction debt; purchase of vehicles; purchase office or computer equipment unless they are part of a comprehensive capital campaign; directly to individual public schools or public school districts unless initiated by the Foundation; medical research or the construction of major medical facilities; tickets for fundraising dinners, parties, benefits, balls, or other social fundraising events; religious organizations or activities; political or lobbying activities; supporting organizations described in section 509(a)(3), other than a Type I, Type II or functionally-integrated Type III supporting organization of which is not (and the supported organization of which is not) directly or indirectly controlled by a disqualified person of either the Foundation or a family fund; foreign organizations.
Average Range of Grants Awarded in Colorado:	\$25,000 - \$75,000

USDA - Community Facilities Direct Loan & Grant Program

Address:	USDA, Rural Development Denver Federal Center Building 56, Room E-2300 Denver, CO 80225
Phone:	David Carter – Delta – 970-874-5735 x 4
Fax:	
Email:	Dave.Carter@co.usda.gov
Website:	https://www.rd.usda.gov/programs-services/community-facilities-direct-loan-grant-program
Purpose:	This program provides affordable funding to develop essential community facilities in rural areas. An essential community facility is defined as a facility that provides an essential service to the local community for the orderly development of the community in a primarily rural area, and does not include private, commercial or business undertakings.
Grant Types:	Funds can be used to purchase, construct, and / or improve essential community facilities, purchase equipment and pay related project expenses.
Primary Areas:	Priority point system based on population, median household income Small communities with a population of 5,500 or less Low-income communities having a median household income below 80% of the state nonmetropolitan median household income.
Details:	
How to Apply:	Contact your local office to discuss your specific project Applications for this program are accepted year round Program resources are available online (includes forms needed, guidance, certifications) Request a Data Universal Number System (DUNS) number if your organization doesn't already have one. It should not take more than a few business days to get your number. Register your organization with the System for Award Management (SAM) if you aren't already registered. The registration is free, but you need to complete several steps

Restrictions:	<p>Applicants must have legal authority to borrow money, obtain security, repay loans, construct, operate, and maintain the proposed facilities</p> <p>Applicants must be unable to finance the project from their own resources and/or through commercial credit at reasonable rates and terms</p> <p>Facilities must serve rural area where they are/will be located</p> <p>Project must demonstrate substantial community support</p> <p>Environmental review must be completed/acceptable</p>
Average Range of Grants Awarded in Colorado:	

Daniels Fund

The Daniels Fund focuses on supporting highly effective and ethical nonprofit organizations that achieve significant results in the community.

Address:	Ms. Kristin Todd Senior Vice President, Grants Program 101 Monroe St. Denver, CO 80206
Phone:	(303) 393-7220 or (877) 791-4726
Fax:	(720) 941-4210
Email:	GrantsInfo@DanielsFund.org
Website:	http://www.danielsfund.org/Grants/index.asp
Purpose:	The Fund is committed to fulfilling the intent and direction of its founder, Bill Daniels. Its goal is to reflect his compassion, ethics, and integrity in all that it does. The Fund provides grants to nonprofit organizations and college scholarships to deserving students in Colorado, New Mexico, Utah, and Wyoming.
Grant Types:	Capital Improvement/Purchase; General Operating Support; Project/Program Support
Primary Areas:	Disabled Persons; Education; Education:Early Childhood; Education:K-12; Emergency Assistance; Health:Alcohol/Drug/Substance Abuse; Housing/Homeless Shelters; Recreation/Sports; Senior Citizens/Aging; Youth Development Activities
Details:	Has specific grant guidelines; Has specific reporting requirements; Always call before applying; Check website for details
How to Apply:	Before applying, applicants should read the eligibility requirements on the website. The application process includes an inquiry call that can be scheduled via the Fund's website at www.DanielsFund.org/Grants . Once eligibility is determined through this call, organizations will receive an invitation to apply through the online process.
Restrictions:	Applicants must have 501(c)(3) status or a government equivalent. The Fund does not consider proposals outside its designated funding areas. Additionally, support is not provided for: medical or scientific research; arts, cultural, and museum programs (including those teaching and serving youth); environmental stewardship programs; historic preservation projects; candidates for political office; sponsorships, tables, or tickets for special events or fundraising events; debt retirement; endowments; fiscal sponsorships. If a grant request is denied, applicants must wait one year before reapplying.
Average Range of Grants Awarded in Colorado:	\$20,000 - \$100,000

Bacon Family Foundation

Address	Ms. Denise Cook
----------------	-----------------

	Wells Fargo P.O. Box 4570 Grand Junction, CO 81502-4570
Phone:	(970) 257-4883
Fax:	
Email:	
Website:	
Purpose:	The Foundation operates for religious, charitable, scientific, public safety testing, literary, and educational purposes, as well as for the prevention of cruelty to children or animals.
Grant Types:	Capital Improvement/Purchase; Challenge/Matching; General Operating Support; Project/Program Support
Primary Areas:	Abuse & Neglect Prevention; Animal Protection & Welfare; Arts/Culture/Humanities; Arts:Historic Preservation; Disabled Persons; Economic Development; Education; Education:Adult Continuing (Literacy/ESL); Environment/Conservation; Food/Agriculture/Nutrition; Health; Housing/Homeless Shelters; Human Services; Philanthropy/Volunteerism/Grantmaking; Recreation/Sports; Religion/Spirituality; Youth Development Activities
Details:	Has specific grant guidelines
How to Apply:	Meetings are conducted on a quarterly basis each year. The following should be included: legal name and address of applicant organization; contact person and telephone number; most recent copy of IRS letter of tax-exemption 501(c)(3); date of establishment, brief history, and mission statement; unique aspects of program and relationships to other similar programs; purpose and amount of grant requested; project budget; substantiation of need and anticipated results; a W-9 showing organization's tax ID number; funding sources and amounts; names, addresses and occupations of board of directors and officers; financial statement for most recent year (and preferably a copy of audit); current and/or proposed income and expense budget; documentation verifying State of Colorado Charitable Solicitations registration. Submit only one copy via mail.
Restrictions:	No grants to individuals. Applicants must be within the US and have 501(c)(3) status. Branch, affiliates, and multiple divisions of the same organization must be coordinated in a single application. If approved, organizations may apply again after a lapse of three years. If not approved, organizations may apply again after a lapse of one year.
Average Range of Grants Awarded in Colorado:	\$5,000 - \$50,000

Fred & Elli Iselin Foundation

Address:	Mr. James Daggs President 715 W. Main St., Ste. 101 Aspen, CO 81611
Phone:	(970) 925-4290
Fax:	
Email:	jim@jamesdaggsassociates.com
Website:	
Purpose:	The Foundation is multipurpose with areas of interest that include: arts and culture; children and youth; education; health; the environment.
Grant Types:	Capital Improvement/Purchase; General Operating Support; Project/Program Support
Primary Areas:	Arts/Culture/Humanities; Children & Youth Services; Education:Higher; Education:K-12; Environment/Conservation; Health

Details:	Accepts Letters of Intent; Accepts Common Grant Application (CGA)
How to Apply:	Applications should be submitted in writing and include proof of tax exempt status and precise use of proceeds.
Restrictions:	
Average Range of Grants Awarded in Colorado:	\$2,000 - \$5,000

Accessibility and Alternative Transportation

Federal Transit Administration

Paul S. Sarbanes Transit in Parks Program (5320)

Address:	Office of Program Management Federal Transit Administration 1200 New Jersey Avenue, S.E. Washington, DC 20590 United States
Phone:	202-366-2053
Fax:	202-366-7951
Email:	
Website:	https://www.transit.dot.gov/funding/grants/grant-programs/paul-s-sarbanes-transit-parks-program-5320
Purpose:	The Paul S. Sarbanes Transit in Parks Program was established to address the challenge of increasing vehicle congestion in and around our national parks and other federal lands. America's national parks, wildlife refuges, and national forests were created to protect unique environmental and cultural treasures, but are now facing traffic, pollution and crowding that diminishes the visitor experience and threatens the environment. To address these concerns, this program provides funding for alternative transportation systems, such as shuttle buses, rail connections and even bicycle trails. The program seeks to conserve natural, historical, and cultural resources; reduce congestion and pollution; improve visitor mobility and accessibility; enhance visitor experience; and ensure access to all, including persons with disabilities. The program is administered by the U.S. Department of Transportation, together with the Department of the Interior and the U.S. Forest Service.
Grant Types:	Capital Improvements
Primary Areas:	Program funds may support capital and planning expenses for new or existing alternative transportation systems in the vicinity of an eligible area. Alternative transportation includes transportation by bus, rail, or any other publicly available means of transportation and includes sightseeing service. It also includes non-motorized transportation systems such as pedestrian and bicycle trails. Operating costs, such as fuel and drivers' salaries, are not eligible expenses.
Details:	
How to Apply:	FTA awards funds to transit systems in competitive grants and as formula grants. These funding sources each have specific requirements, funding cycles, and awards processes that should be carefully reviewed.
Restrictions:	Eligible funding recipients include federal land management agencies (FLMAs) that manage eligible areas, including, but not limited to: Bureau of Land Management (BLM); Bureau of Reclamation (BR); National Park Service (NPS); U.S. Fish and Wildlife Service (FWS); U.S. Forest Service (USFS); Eligible recipients also include state, tribal, or local governmental authorities with jurisdiction over land in the vicinity of an eligible area acting with the consent of the FLMA.

Average Range of Grants Awarded in Colorado:	
---	--

**Colorado Department of Transportation
Transportation Alternatives Program**

Address:	CDOT REGION 3 Mark Rogers 222 S. 6th Street, Room 317 Grand Junction, CO 81501
Phone:	(970) 683-6252
Fax:	
Email:	mark.rogers@state.co.us
Website:	https://www.codot.gov/programs/planning/tap-cfp
Purpose:	The FAST Act is a five year (FY 2016 – FY 2020) \$300 billion highway, transit, highway safety and rail bill. The legislation provides the framework for investments to guide the growth and development of the country's vital transportation infrastructure. The FAST Act maintains the eligibility requirements for TAP, and provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.
Grant Types:	Capital Improvements
Primary Areas:	Transportation Alternatives
Details:	
How to Apply:	https://www.codot.gov/programs/planning/documents/resources/tap/TAP-guidelines.pdf
Restrictions:	Applicants for Transportation Alternatives program funds must provide at least 20% of the total project costs in matching funds. Minimum request for federal dollars is \$50,000.
Average Range of Grants Awarded in Colorado:	

NADTC Grants invests in community solutions focused on increasing accessible transportation options as the critical link to employment, health care and other needed community services for older adults and people with disabilities. Community grants will target areas with high need and limited resources. Selected projects will strengthen connections between transit and human services transportation programs, build bridges between transportation and community programs that support community living, and identify strategies for better utilization of Section 5310 and other Federal, state and local funding opportunities to improve transportation access.

Economic Development

US Dept. of Commerce, Economic Development Administration

USDOC: Economic Development Assistance Programs

Address:	Mr. Trent Thompson 1244 Speer Blvd., Ste. 431
-----------------	--

	Denver, CO 80204
Phone:	(303) 844-5452
Fax:	(303) 844-3968
Email:	tthompson@eda.gov
Website:	https://www.eda.gov/funding-opportunities/
Purpose:	EDA solicits applications from rural and urban areas to provide investments that support construction, non-construction, technical assistance, and revolving loan fund projects under EDA's Public Works and Economic Adjustment Assistance programs. These programs are designed to leverage existing regional assets and support the implementation of economic development strategies that advance new ideas and creative approaches to advance economic prosperity in distressed communities. EDA provides strategic investments on a competitive-merit-basis to support economic development, foster job creation, and attract private investment in economically distressed areas of the United States.
Grant Types:	Challenge/Matching
Primary Areas:	Economic Development; Technology/Telecommunications
Details:	Accepts Letters of Intent; Has specific grant guidelines; Has specific reporting requirements; Check website for details
How to Apply:	Instead of quarterly application deadlines, EDA will now accept applications at any point and will work closely with applicants to provide feedback on funding decision in a timely manner. In addition, EDA will now accept project proposals before requiring full applications. Register with Grants.gov and download the application package from the opportunity listing (www.grants.gov/web/grants/view-opportunity.html?oppld=248297). The preferred electronic file format for attachments is Adobe portable document format (PDF); however, electronic files in Microsoft Word, WordPerfect, or Microsoft Excel will also be accepted. Alternatively, an applicant eligible for assistance under this announcement may request a paper application package by contacting the applicable EDA regional office.
Restrictions:	Applicants may be: a state; a political subdivision of a state; an Indian tribe; a special purpose unit of government; an institution of higher education; a public or private nonprofit organization or association. The project must be located within an area experiencing significant economic distress. High unemployment, low per capita income or other special needs can trigger eligibility. Proof from third-party data required. Applications submitted via fax or email will not be considered.
Average Range of Grants Awarded in Colorado:	\$25,000 - \$500,000

Community Health

Colorado Department of Public Health

The Health Disparities Grant Program (HDGP), is a competitive grant program for prevention, early detection and treatment of cancer, cardiovascular disease and chronic pulmonary disease in underrepresented populations in Colorado.

Address	Jami Hiyakumoto Health Disparities Grant Program Manager CDPHE, Office of Health Equity 4300 Cherry Creek Dr. S., C-1 Denver, CO 80246-1530
Phone:	303-692-2089
Fax:	303-691-7746
Email:	Jami.Hiyakumoto@state.co.us

Website:	https://www.colorado.gov/pacific/cdphe/health-disparities-grant-program
Purpose:	The Program dedicated to eliminating racial and ethnic health disparities in Colorado by fostering systems change and capacity building through multi-sector collaboration. The Program provides financial support for statewide initiatives that address prevention, early detection, and treatment of cancer and cardiovascular disease, including diabetes or other precursors.
Grant Types:	Project/Program Support; Technical Assistance
Primary Areas:	Health; Minorities
Details:	Does not accept unsolicited proposals; Has specific grant guidelines; Has specific reporting requirements; Issues Requests for Proposals; Check website for details
How to Apply:	Request for Application posted on website describes specific application steps. Projects should demonstrate the implementation of strategies to overcome health disparities in prevention and early detection. In addition, projects shall include community-based strategies. Cross-cutting (cancer, cardiovascular, and pulmonary) projects are encouraged.
Restrictions:	Funds cannot be used for lobbying or to directly subsidize individuals for the cost of health care. Any person or organization, whether nonprofit or for-profit, private, public, or governmental, representing healthcare, workplace, or community settings, community-based organizations, faith-based organizations, local health departments, and other groups or entities effectively serving racial and ethnic minorities and underserved and underrepresented groups is eligible to apply.
Average Range of Grants Awarded in Colorado:	\$400,000 - \$600,000

Rocky Mountain Health Foundation

Address:	Mrs. Kim Lewis Grants Manager P.O. Box 400 Grand Junction, CO 81502
Phone:	(970) 697-1038
Fax:	(970) 445-3028
Email:	kim@rmhealth.org
Website:	http://rmhealth.org/
Purpose:	The Rocky Mountain Health Foundation aims to improve the health of Coloradans living on the Western Slope by investing in existing community assets and by acting as a catalyst for new approaches. The Foundation promotes the health and well-being of residents on the Western Slope through physical, behavioral health, and social determinants of health.
Grant Types:	General Operating Support; Project/Program Support
Primary Areas:	Health; Health:Mental Health Treatment
Details:	Accepts Letters of Intent; Has specific grant guidelines; Has specific reporting requirements; Check website for details
How to Apply:	See the website for a link to the on-line application and follow instructions.
Restrictions:	Must be a 501(c)(3) organization serving a Western Slope community located in one of the following counties: Archuleta, Delta, Dolores, Eagle, Garfield, Gunnison, Hinsdale, Jackson, La Plata, Lake, Mesa, Moffat, Montezuma, Montrose, Ouray, Pitkin, Rio Blanco, Routt, San Juan, San Miguel, or Summit Counties.
Average Range of Grants Awarded in Colorado:	

Community Education and Involvement

*Environmental Protection Agency***Environmental Education Grants**

Address:	Wendy Dew U.S. EPA, Region 8 1595 Wynkoop Street Mail Code 80C Denver, CO 80202-1129
Phone:	
Fax:	
Email:	dew.wendy@epa.gov
Website:	
Purpose:	Under the Environmental Education Grants Program, EPA seeks grant proposals from eligible applicants to support environmental education projects that promote environmental awareness and stewardship and help provide people with the skills to take responsible actions to protect the environment. This grant program provides financial support for projects that design, demonstrate, and/or disseminate environmental education practices, methods, or techniques.
Grant Types:	
Primary Areas:	Education, Environment
Details:	
How to Apply:	<p>Determine Eligibility - Applicants must represent one of the following types of organizations to be eligible for an environmental education grant: local education agency, state education or environmental agency, college or university, non-profit organization as described in section 501(c)(3) of the Internal Revenue Code, noncommercial educational broadcasting entity</p> <p>tribal education agency (which includes schools and community colleges controlled by an Indian tribe, band, or nation).</p> <p>Applicant organizations must be located in the United States or territories and the majority of the educational activities must take place in the United States; or in the United States and Canada or Mexico; or in the U.S. Territories.</p> <p>Complete the Application and Budget Forms, according to the directions in the RFP.</p> <p>Each RFP contains complete instructions for submitting a proposal, including all required information and limitations on format. A summary of the required information is below.</p> <p>Read the RFP thoroughly for application procedures, including those for applying through www.grants.gov.</p> <p>Find the forms on the "Application Forms" tab. Materials should be submitted in the following order: Two Federal forms: Application for Federal Assistance (SF 424) and Budget (SF 424-A)</p> <p>Work Plan (up to 8 pages): Project Summary (recommended 1 page), Detailed Project Description, Project Evaluation Plan, Detailed Budget Showing Match and Sub-grants (not included in the page limit), Appendices (not included in the page limit), (Timeline, Logic Model Showing Outputs and Outcomes, Programmatic Capabilities and Past Performance Letters Stating Responsibilities of Partners, if applicable), Submit the Proposal Materials - Applications must be submitted electronically. Submit to www.grants.gov by following the instructions in Appendix IV of the RFP.</p>
Restrictions:	
Average Range of Grants	

Awarded in Colorado:	
-----------------------------	--

National Environmental Education Foundation

Address	
Phone:	
Fax:	
Email:	
Website:	
Purpose:	
Grant Types:	
Primary Areas:	
Details:	
How to Apply:	
Restrictions:	
Average Range of Grants Awarded in Colorado:	

Peggy and Steve Fossett Foundation

Address:	Mr. David Maier Secretary/Treasurer 401 S. Lasalle St., Ste. 200 Chicago, IL 60605-2999
Phone:	(312) 786-5054
Fax:	
Email:	lakotadwm@aol.com
Website:	
Purpose:	The Foundation is multipurpose, giving to a broad spectrum of organizations.
Grant Types:	General Operating Support; Project/Program Support
Primary Areas:	Arts/Culture/Humanities; Arts:Education; Community/Public Affairs; Education:Higher; Recreation/Sports; Religion/Spirituality; Technology/Telecommunications; Youth Development Activities
Details:	Accepts Letters of Intent; Accepts Common Grant Application (CGA)
How to Apply:	There are no specific application guidelines. Send a written request.
Restrictions:	
Average Range of Grants Awarded in Colorado:	\$5,000 - \$30,000

Natural Resource Conservation

Department of Agriculture - Natural Resources Conservation Service

USDA-NRCS-NHQ-RCPP-18-01 Regional Conservation Partnership Program

Address	
Phone:	202-720-2307
Fax:	
Email:	angella.greaves@wdc.usda.gov

Website:	https://www.nrcs.usda.gov/wps/portal/nrcs/main/national/programs/farmbill/rcpp/
Purpose:	NRCS is the Department of Agriculture's (USDA) conservation agency working with farmers, ranchers, and private forest landowners nationwide to identify and address natural resource objectives in balance with operational goals in order to benefit soil, water, wildlife, and related natural resources locally, regionally, and nationally. NRCS works in partnership with other entities to accelerate getting conservation on the ground. Through the Regional Conservation Partnership Program (RCPP), NRCS seeks to co-invest with partners in innovative, workable and cost-effective approaches to benefit farming, ranching, and forest operations, local economies, and the communities and resources in a watershed or other geographic area. RCPP partners develop project applications, as described in this notice, to address specific natural resource objectives in a proposed area or region. Partnering organizations design, promote, implement, and evaluate the project outcomes.
Grant Types:	
Primary Areas:	Agriculture, Environment, Natural Resources
Details:	
How to Apply:	NRCS will select final RCPP projects following a two-phase application process that includes: (1) a pre-proposal application; and (2) a full proposal application. NRCS will assess and evaluate RCPP project applications against four criteria—solutions, contributions, innovation, and participation. The full proposal process is only open to applicants whose pre-proposal applications are selected by the agency to go forward from the pre-proposal stage.
Restrictions:	There is a Cost Sharing or Matching Requirement
Average Range of Grants Awarded in Colorado:	

Water Quality

Colorado Water Conservation Water Board

Water Supply Reserve Account Grant & Loan Program

Address:	Mr. Craig Godbout Colorado Water Conservation Board, Water Supply Planning Section 1313 Sherman Street, Room 718 Denver, CO 80203
Phone:	(303) 866-3441
Fax:	(303) 866-4272
Email:	craig.godbout@state.co.us
Website:	http://cwcw.state.co.us/LoansGrants/water-supply-reserve-account-grants/Pages/main.aspx
Purpose:	The Program provides grants and loans to assist Colorado water users in addressing their critical water supply issues and interests. The funds help eligible entities complete water activities, which may include competitive grants for: technical assistance regarding permitting, feasibility studies and environmental compliance; -studies or analysis of structural, nonstructural, consumptive and non-consumptive water needs, projects or activities; and -structural and nonstructural water projects or activities.
Grant Types:	Capital Improvement/Purchase; Challenge/Matching; Project/Program Support; Technical Assistance
Primary Areas:	Environment/Conservation
Details:	Has specific grant guidelines; Has specific reporting requirements; Check annual report for details; Check website for details
How to Apply:	Prior to applying to the Colorado Water Conservation Board, the applicant must have the

	approval of the Basin Roundtable in which the activity will occur. Two types of Water Supply Reserve Account Grants are available: Basin Account and Statewide Account grants. Applicants should review the guidelines and criteria on the website before submitting an application. Application forms are available on the website and should be submitted in an electronic format (via email or a mailed disc). In addition to the provided form, applications must include a detailed scope of work including a budget and schedule and the letter of support from the appropriate Basin Roundtable.
Restrictions:	Applicants must: coordinate plan development with CWCB's staff and technical team; meet all the WSRA eligibility criteria detailed in the criteria and guidelines; be able to use the standard contract; address any TABOR issues; provide a W-9 form; and provide proof of required insurance. Eligible entities include: public (government) municipalities, enterprises, counties, and State of Colorado agencies; public district authorities and Title 32/special districts; privately incorporated mutual ditch companies, homeowners associations, and non-profit corporations. Individuals, partnerships, and sole proprietors are eligible for Basin Funds but are not eligible for Statewide Funds. See the website for eligibility information for Federal Agencies and Covered Entities.
Average Range of Grants Awarded in Colorado:	\$50,000 - \$200,000

National Fish and Wildlife Foundation

Address:	Mr. Chris West Director, Rocky Mountain Regional Office 1875 Lawrence St, Suite 320 Denver, CO 80202
Phone:	(303) 222-6482
Fax:	(202) 857-0162
Email:	info@nfwf.org
Website:	http://www.nfwf.org/whatwedo/grants/Pages/home.aspx
Purpose:	The Foundation provides funding on a competitive basis to projects that sustain, restore, and enhance the Nation's fish, wildlife, and plants and their habitats.
Grant Types:	Challenge/Matching; Project/Program Support
Primary Areas:	Animal Protection & Welfare; Environment/Conservation
Details:	Does not accept unsolicited proposals; Has specific reporting requirements; Always call before applying; Issues Requests for Proposals; Check website for details
How to Apply:	The Foundation invites organizations that best serve its interests to submit a grant application through the website. Guidelines and deadlines vary among a variety of programs; complete details are available on the website.
Restrictions:	No support is considered for: political advocacy or litigation; basic research (including graduate level); administrative overhead; multi-year funding; shortfalls in government agency budgets.
Average Range of Grants Awarded in Colorado:	\$6,000 - \$60,000

Loans

CDOT: Colorado State Infrastructure Bank Loan (CO SIB)

USDA: Community Facility Loan & Grant Program

Rural Community Assistance Corporation Loan Program (RCAC) – Green Lending

Other Resources

Federal government grants website and search portal:

<https://www.grants.gov/web/grants/search-grants.html>

NPS Land and Water Conservation Fund – Lobby for funds allocated to the state to go to Delta County through SCORP planning and implementation.



08

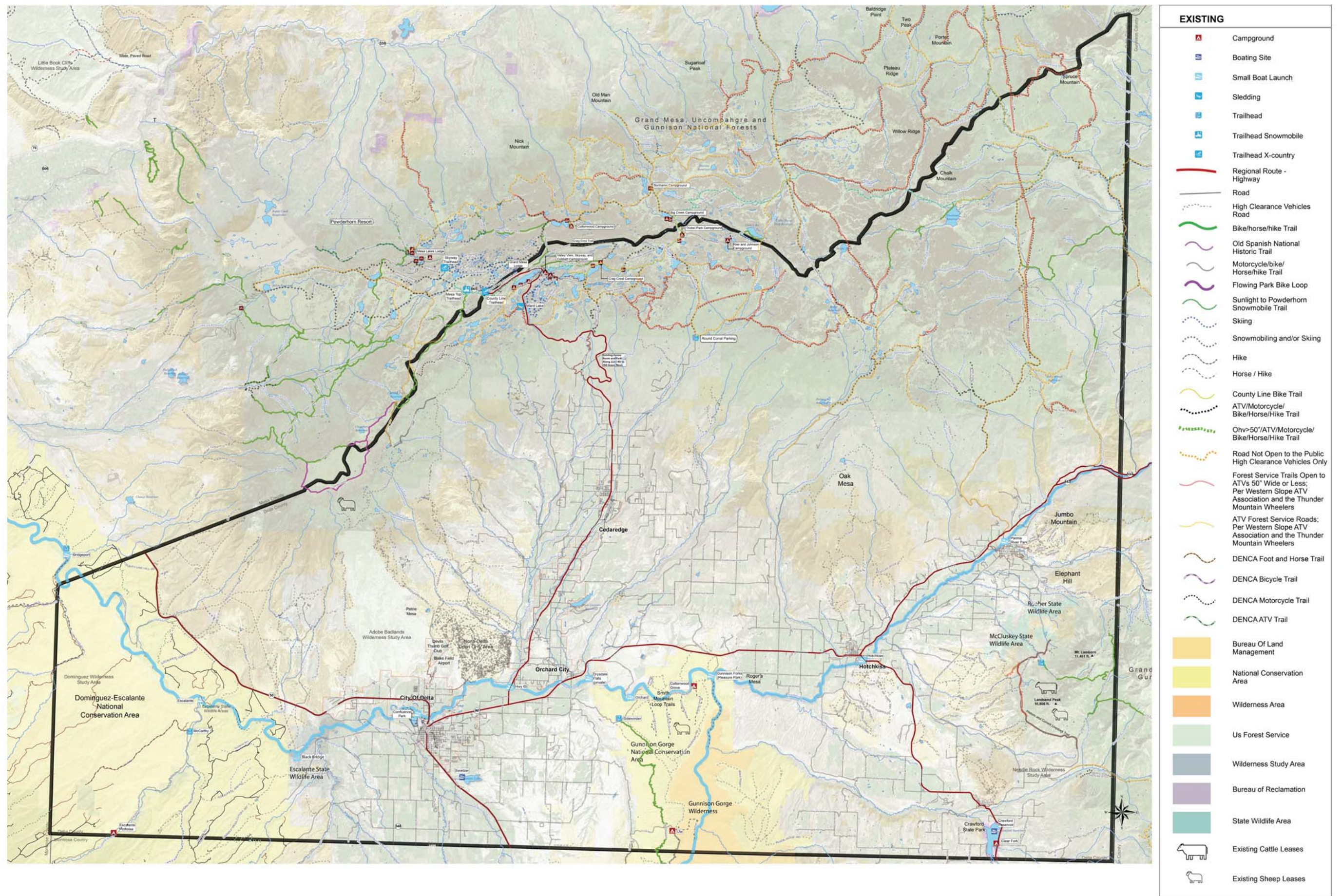
APPENDICES

Appendix A: Maps

Appendix B: Public Process Summaries

Appendix C: Management Plans Review

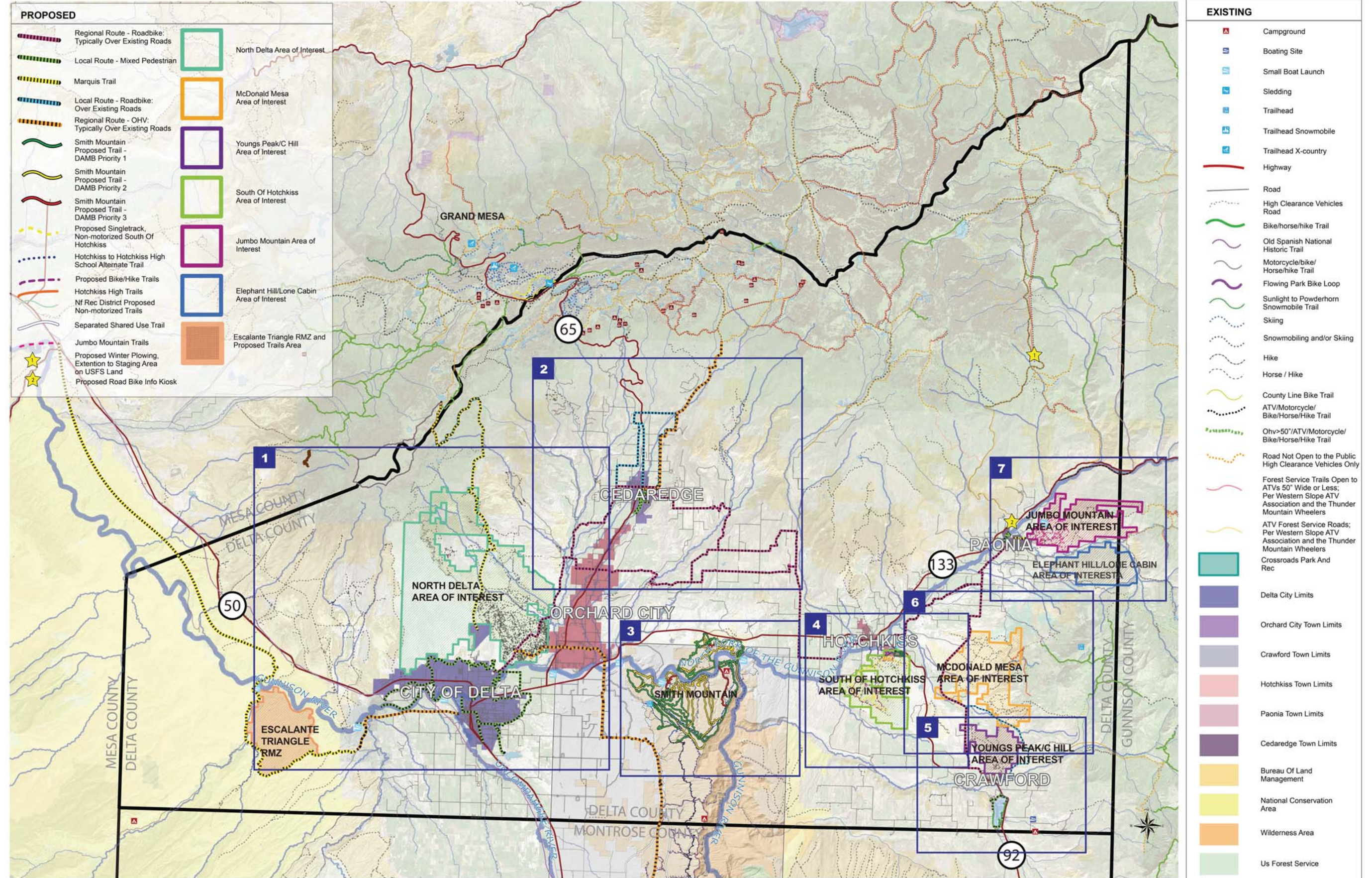
Appendix D: Demographic Trends

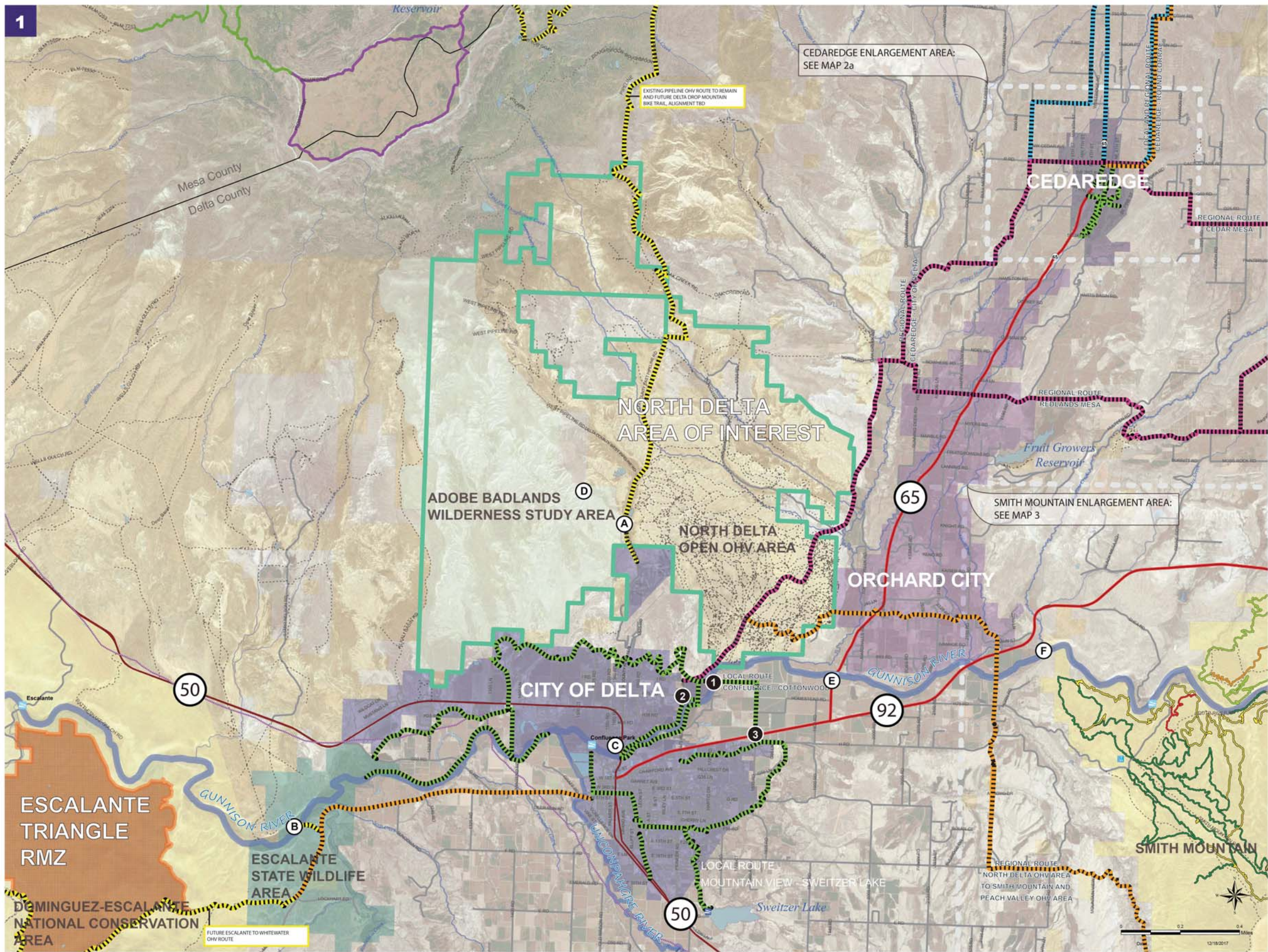


Delta County Existing Routes Map

Delta County Trails and Recreation Master Plan
2018.05.16

LEGEND





LEGEND

PROPOSED

- Regional Route - Roadbike: Typically Over Existing Roads
- Local Route - Mixed Pedestrian: Per Delta City/Cedaredge Trails Plan
- Future Marquis Trail*
- Local Route - Roadbike: Over Existing Roads
- Regional Route - OHV: Typically Over Existing Roads
- Smith Mountain Proposed Trail - DAMB Priority 1
- Smith Mountain Proposed Trail - DAMB Priority 2
- Smith Mountain Proposed Trail - DAMB Priority 3
- North Delta Area of Interest
- Escalante Triangle RMZ and Proposed Trails Area

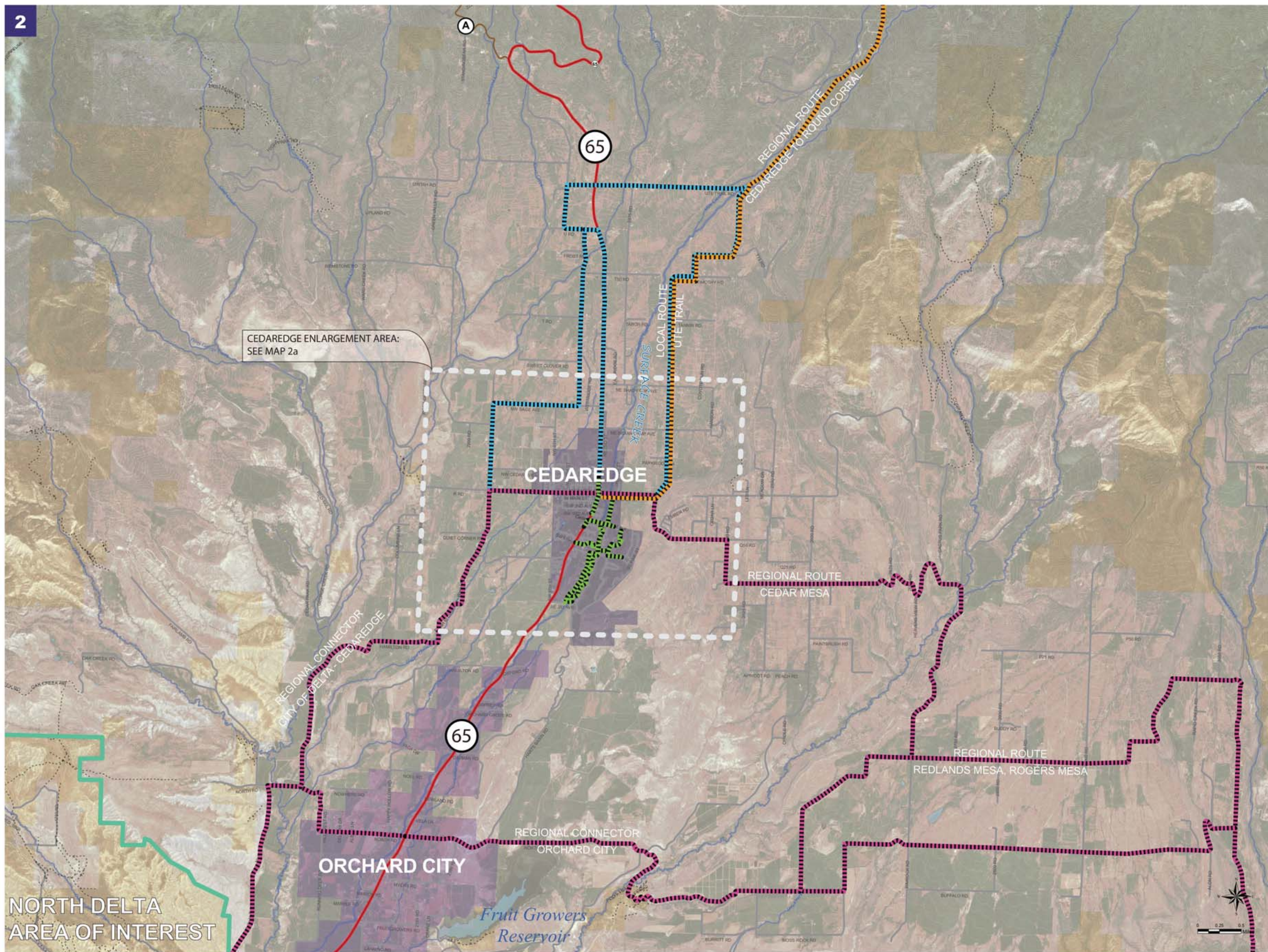
EXISTING

- Highway
- Road
- High Clearance Vehicles Road
- Bike/horse/hike Trail
- Old Spanish National Historic Trail
- Motorcycle/bike/Horse/hike Trail
- Flowing Park Bike Loop
- Map Enlargement Area, See Individual Maps
- City Limits
- Bureau Of Land Management
- National Conservation Area
- Wilderness Area
- Us Forest Service
- State Wildlife Area

NOTES

- 1 Delta City Plan - Future Bridge
- 2 Delta City Recreation Plan - Future Park Improvements
- 3 Future - Improved Crossing
- A Devils Thumb Trailhead - To Be Formalized
- B Existing Black Bridge Boat Ramp
- C Existing Confluence Park, Near Boat Ramp
- D Devil's Thumb Natural Monument
- E Existing Boat Ramp
- F Existing Boat Ramp (Private/fee)

*Delta Drop Mountain Bike Trail and Escalante to Whitewater OHV Route- Actual Alignment T.B.D.



LEGEND

PROPOSED

- Regional Route - Roadbike:
Typically Over Existing Roads
- Local Route - Mixed Pedestrian:
Per Cedar Edge Trails Plan
- Local Route - Roadbike:
Over Existing Roads
- Regional Route - OHV:
Typically Over Existing Roads
- North Delta Area of Interest

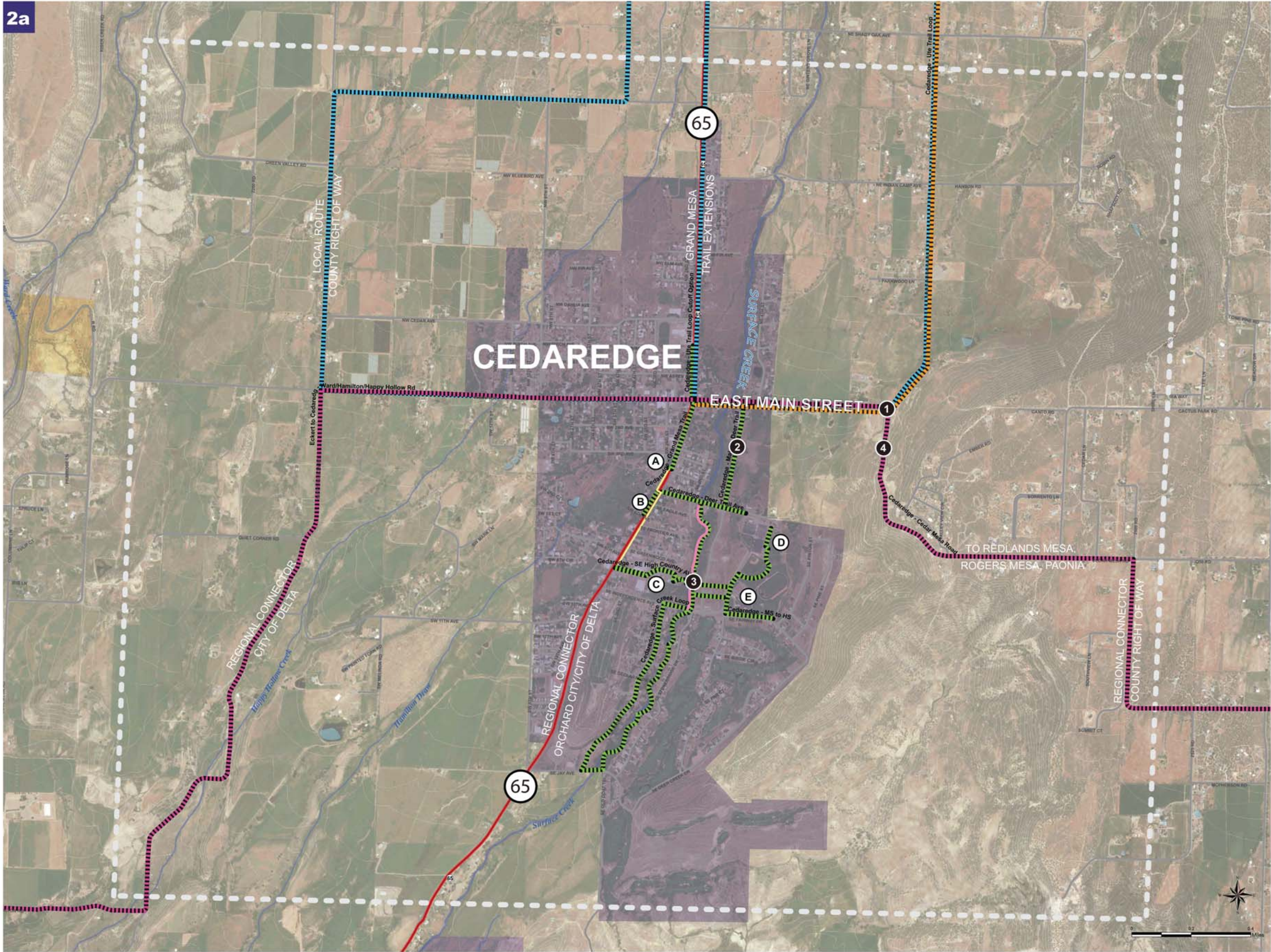
EXISTING

- Highway
- Road
- High Clearance Vehicles
Road
- Route to Grand Mesa
- Map Enlargement Area, See
Individual Maps
- Town Limits
- Bureau Of Land
Management
- US Forest Service

NOTES

- (A) Existing Snowmobile/OHV
Staging in ROW and Route
to Grand Mesa





LEGEND

PROPOSED

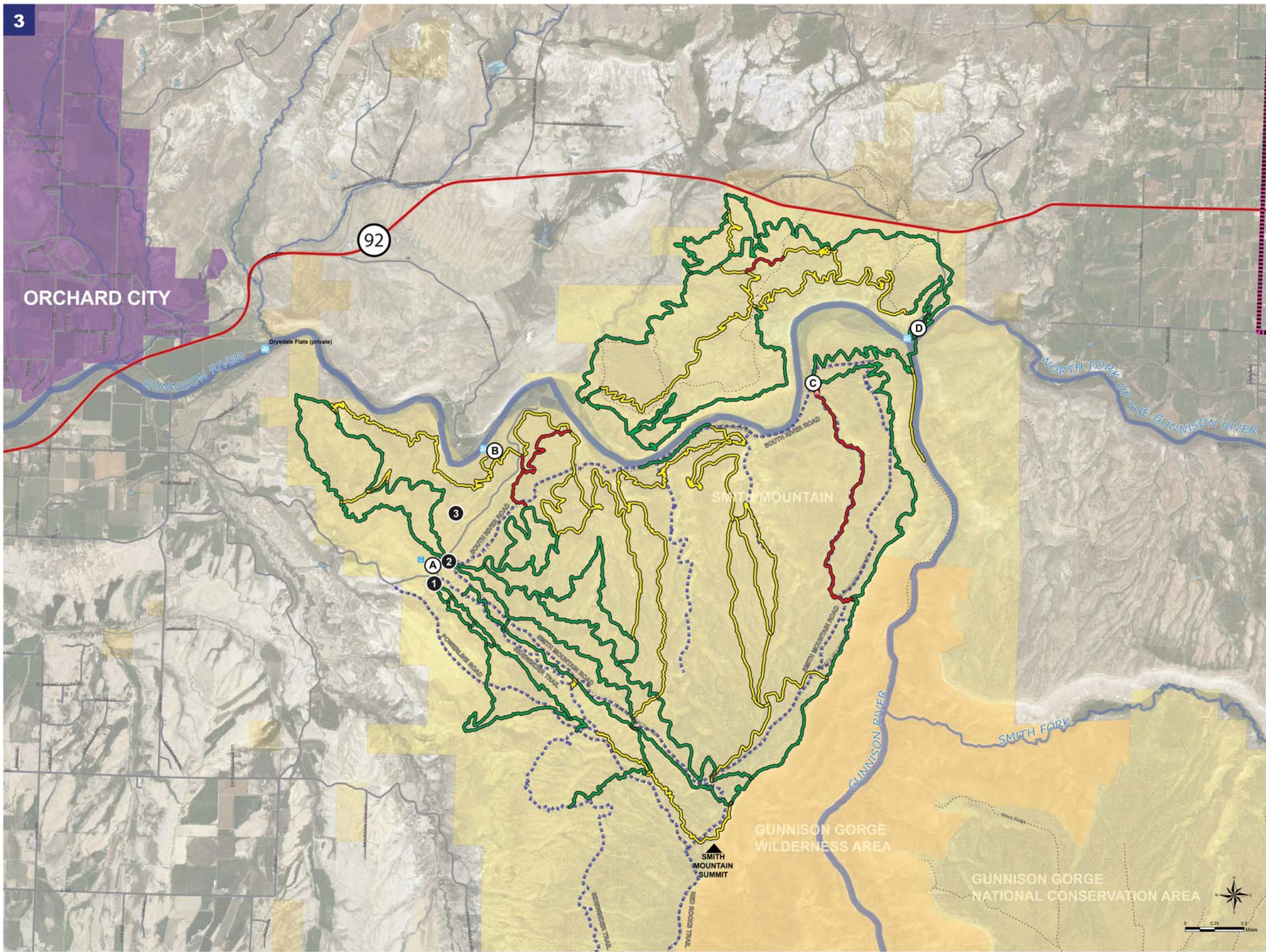
- Regional Route - Roadbike:
Typically Over Existing Roads
- Local Route - Mixed Pedestrian:
Per Cedaredge Trails Plan
- Local Route - Roadbike:
Over Existing Roads
- Regional Route - OHV:
Typically Over Existing Roads

EXISTING

- Highway
- Road
- High Clearance Vehicles
Road
- Existing Surface Creek Trail
StoryWalk®
- Map Enlargement Area
- Town Limits

NOTES

- 1 Proposed Bike Improvements Cedar Mesa Road
- 2 Improved Connectivity Between Elementary, Middle And High School
- 3 Proposed Pedestrian Bridge at Surface Creek
- 4 Bike Lane on Existing Road Plate, Main Street to Cedar Mesa
- A Pioneer Town
- B Cedaredge Library
- C Cedaredge Skatepark
- D Cedaredge High School
- E Cedaredge Middle School



LEGEND

PROPOSED

- Regional Route - Roadbike: Typically Over Existing Roads
- Smith Mountain Proposed Trail - DAMB Priority 1
- Smith Mountain Proposed Trail - DAMB Priority 2
- Smith Mountain Proposed Trail - DAMB Priority 3

EXISTING

- Highway
- Road
- High Clearance Vehicles Road
- Existing Smith Mountain Trails: Smith Mountain Loop and Sidewinder Trail
- Town Limits
- Bureau Of Land Management
- National Conservation Area
- Wilderness Area

NOTES

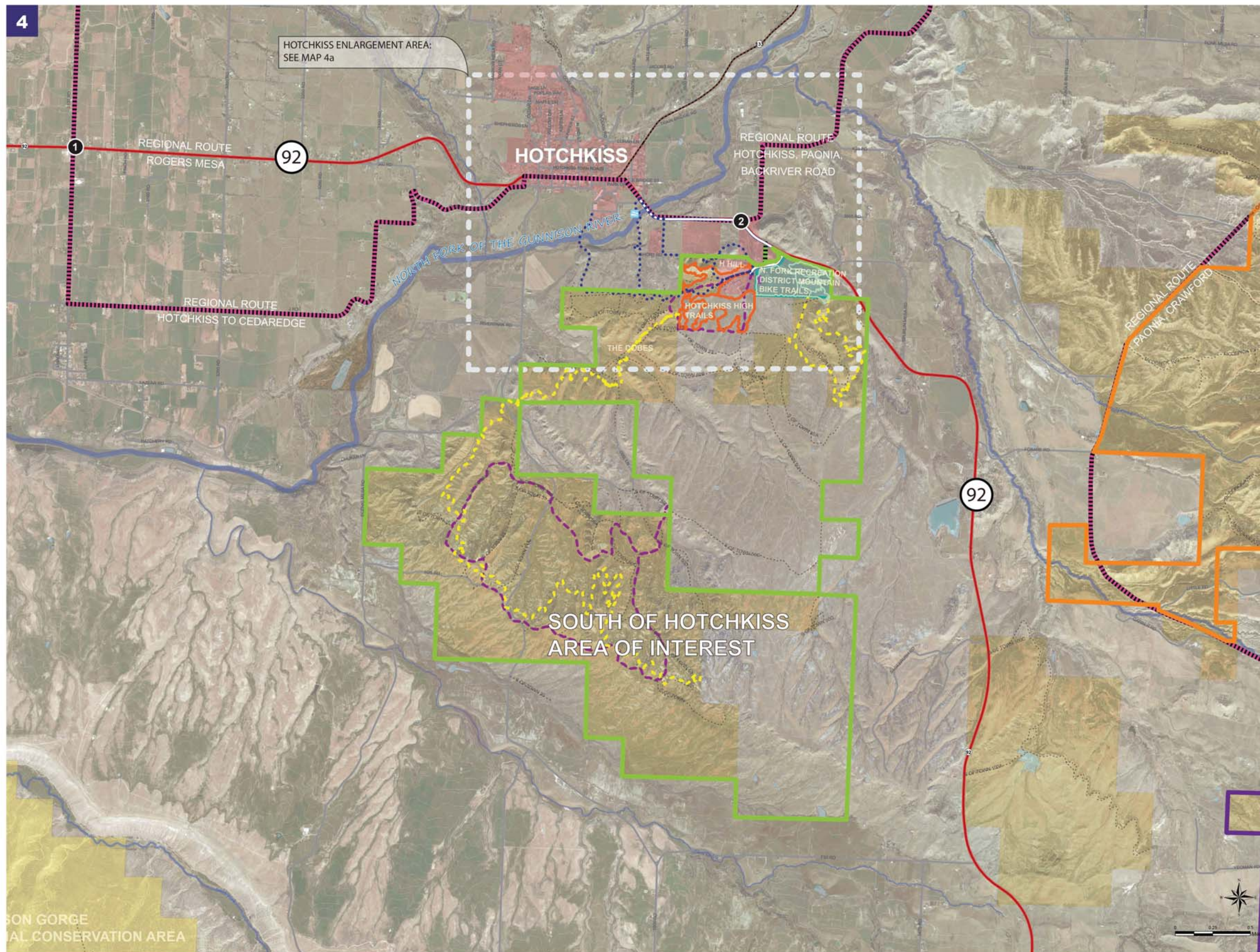
- 1 Future Smith Mountain Trailhead and Parking
- 2 Future Upper Smith Mountain Trailhead Parking
- 3 Proposed Campground Site
- A Existing Trailhead - Sidewinder
- B Existing Trailhead and Boat Ramp - Orchard
- C Existing Trailhead and Campground Cottonwood Grove
- D Existing, Gunnison Forks (Pleasure Park)

TRAILS INDICATED IN THE SMITH MOUNTAIN AREA ARE SHOWN FOR PLANNING PURPOSES ONLY. FINAL ALIGNMENTS, NUMBER OF TRAILS, AND USE DESIGNATIONS ARE TO BE DETERMINED VIA BLM PLANNING PROCESS. SEE MASTER PLAN TEXT.



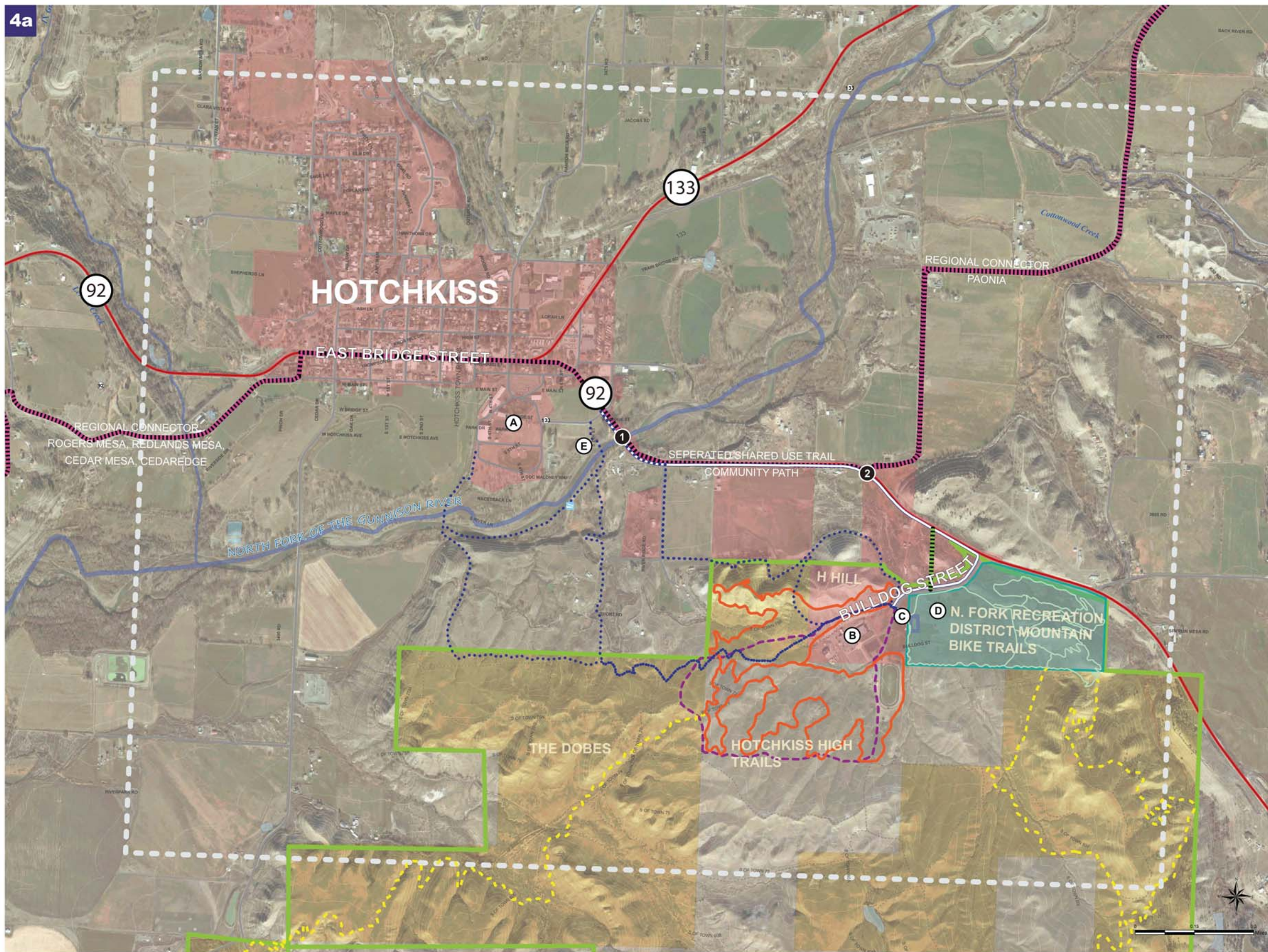
Smith Mountain Area of Interest

Delta County Trails and Recreation Master Plan
2018.05.16



South of Hotchkiss Area of Interest

Delta County Trails and Recreation Master Plan
2018.05.16



LEGEND

PROPOSED

- Regional Route - Roadbike:
Typically Over Existing Roads
- Local Route - Mixed Pedestrian
- Proposed Singletrack,
(Designation TBD, Design
Criteria prioritizing Mountain
Biking)
- Hotchkiss to Hotchkiss High
School Alternate Trails
- Separated Shared Use Trail
- Proposed Multi-Use Trails
- Hotchkiss High Trails
- North Fork Rec District
Proposed Non-motorized Trails
- South Of Hotchkiss ('Dobes')
Area of Interest

EXISTING

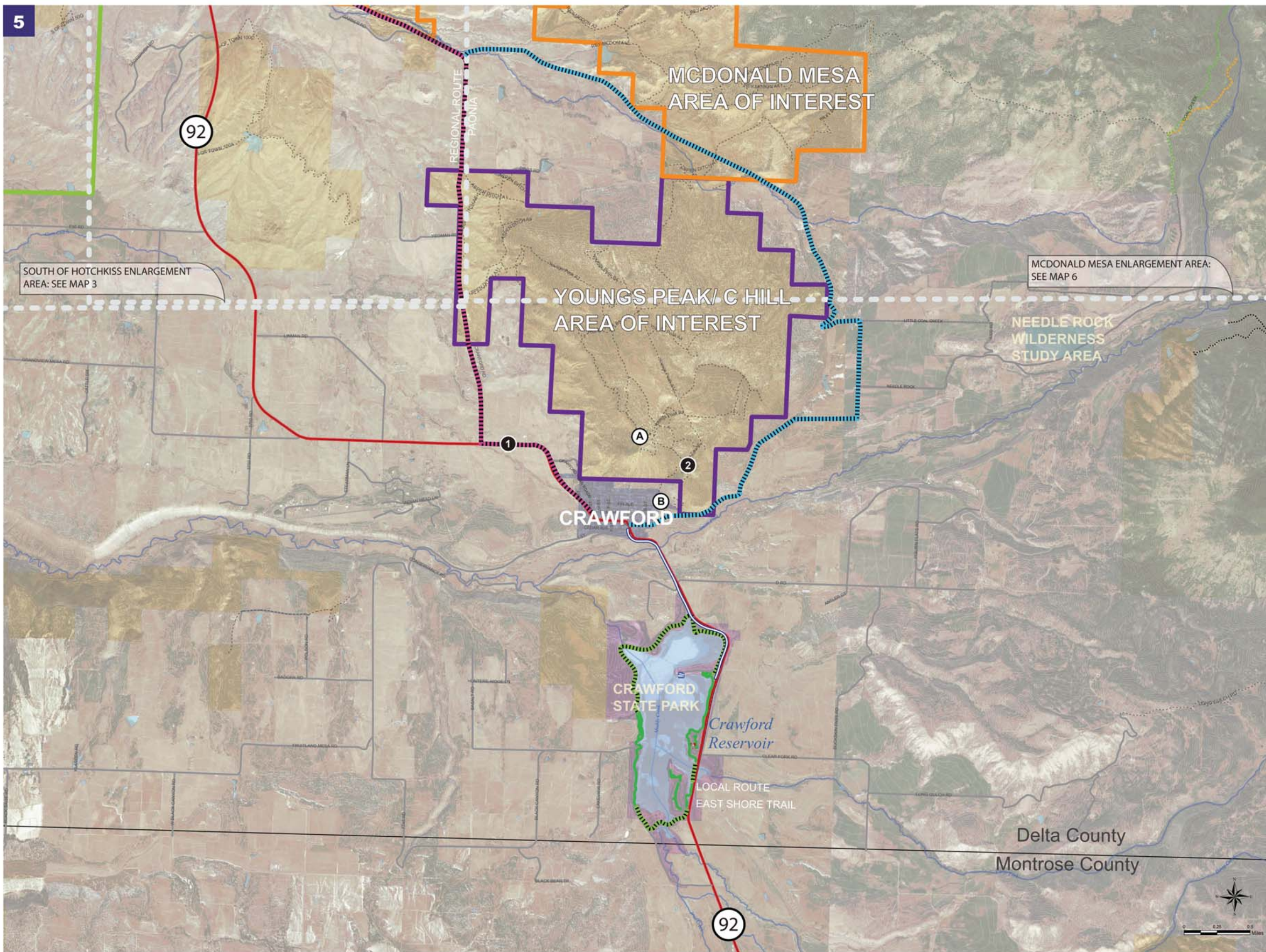
- Highway
- Road
- High Clearance Vehicles
Road
- Crossroads Park And
Rec
- Map Enlargement Area
- Town Limits
- Bureau Of Land
Management

NOTES

- 1 New Pedestrian Bridge
- 2 Improved Crossing at
Intersection
- A Delta County
Fairgrounds
- B Hotchkiss Highschool
- C The Nature Connection
- D North Fork Pool and
Pump Track
- E Public Boat Ramp

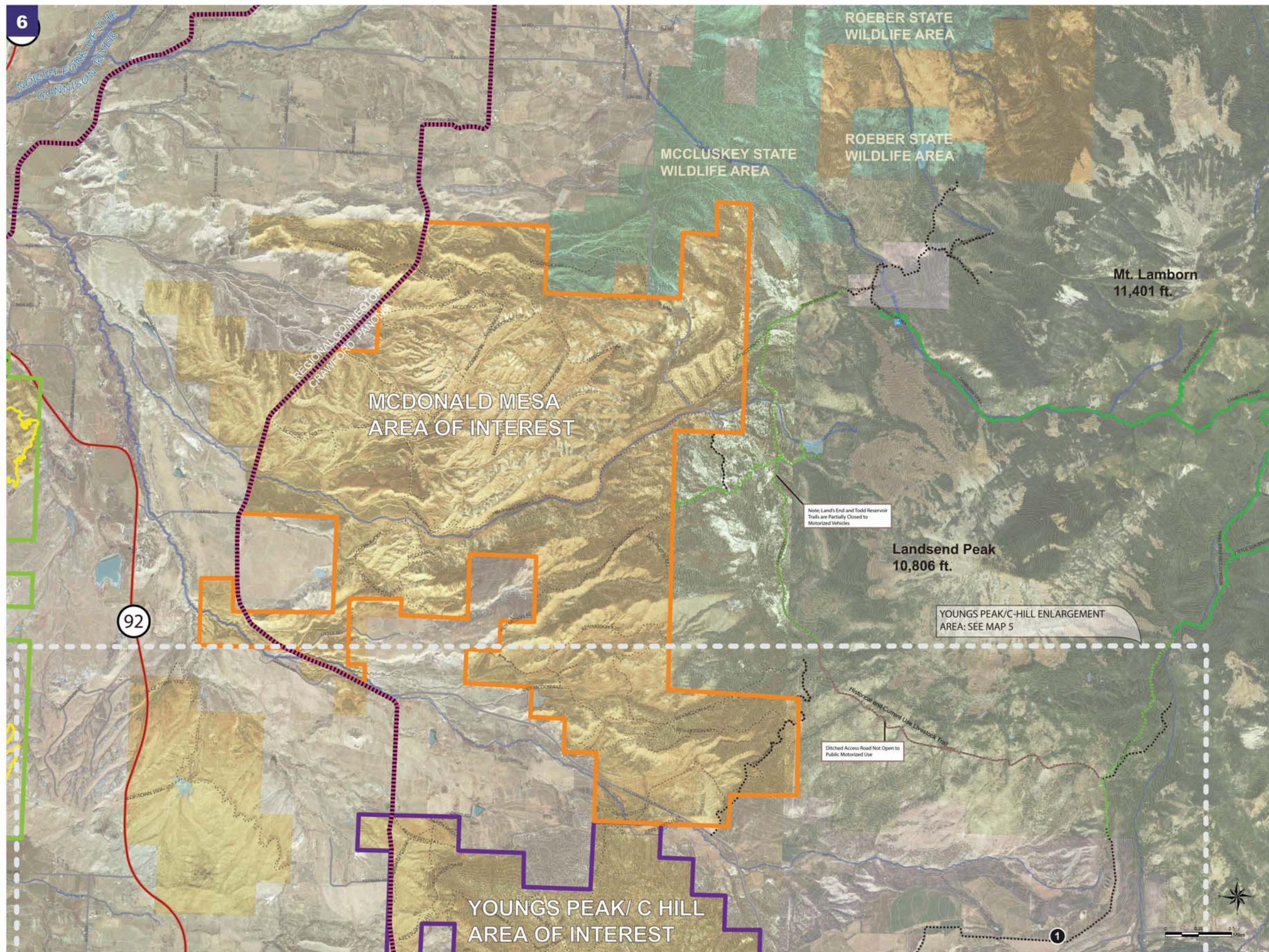
HOTCHKISS TO HOTCHKISS HIGH SCHOOL CAMPUS ALTERNATE ROUTES CROSS PRIVATE PROPERTY AND WILL REQUIRE LANDOWNER/DITCH COMPANY ACCESS EASEMENT GRANTS IF PURSUED.

TRAILS INDICATED IN THE SOUTH OF HOTCHKISS ('DOBES') AREA ARE SHOWN FOR PLANNING PURPOSES ONLY. FINAL ALIGNMENTS, NUMBER OF TRAILS, AND USE DESIGNATIONS FOR ROUTES ON BLM LANDS ARE TO BE DETERMINED VIA BLM PLANNING PROCESS. SEE MASTER PLAN TEXT.



LEGEND	
PROPOSED	
	Regional Route - Roadbike: Typically Over Existing Roads
	Local Route - Mixed Pedestrian
	Local Route - Roadbike: Over Existing Roads
	Separated Shared Use Trail
	McDonald Mesa Area of Interest
	Youngs Peak/C Hill Area of Interest
	South Of Hotchkiss Area of Interest
EXISTING	
	Regional Route - Highway
	Road
	High Clearance Vehicles Road
	Bike/horse/hike Trail
	ATV/Motorcycle/Bike/Horse/Hike Trail
	Ohv>50'/ATV/Motorcycle/Bike/Horse/Hike Trail
	High Clearance Vehicles Road
	Road Not Open to the Public High Clearance Vehicles Only
	Map Enlargement Area, See Individual Maps
	Town Limits
	Bureau Of Land Management
	Bureau of Reclamation
	Us Forest Service
	Wilderness Study Area

NOTES	
	Proposed Bike Lanes/Markings Btwn. Crawford Rd. and Crawford
	Proposed Trail Improvements - GOCO Trail Grant
	Youngs Peak/C Hill
	Crawford Elementary School
YOUNGS PEAK/C HILL RECOMMENDATIONS:	
- LIMIT TRAIL DENSITIES TO EXISTING ROUTES	
- NO MOTORIZED/NON-MOTORIZED TRAIL EXPANSION; FOCUS ON MAINTENANCE OF EXISTING ROUTES	
- SEASONAL TRAIL CLOSURES RECOMMENDED	



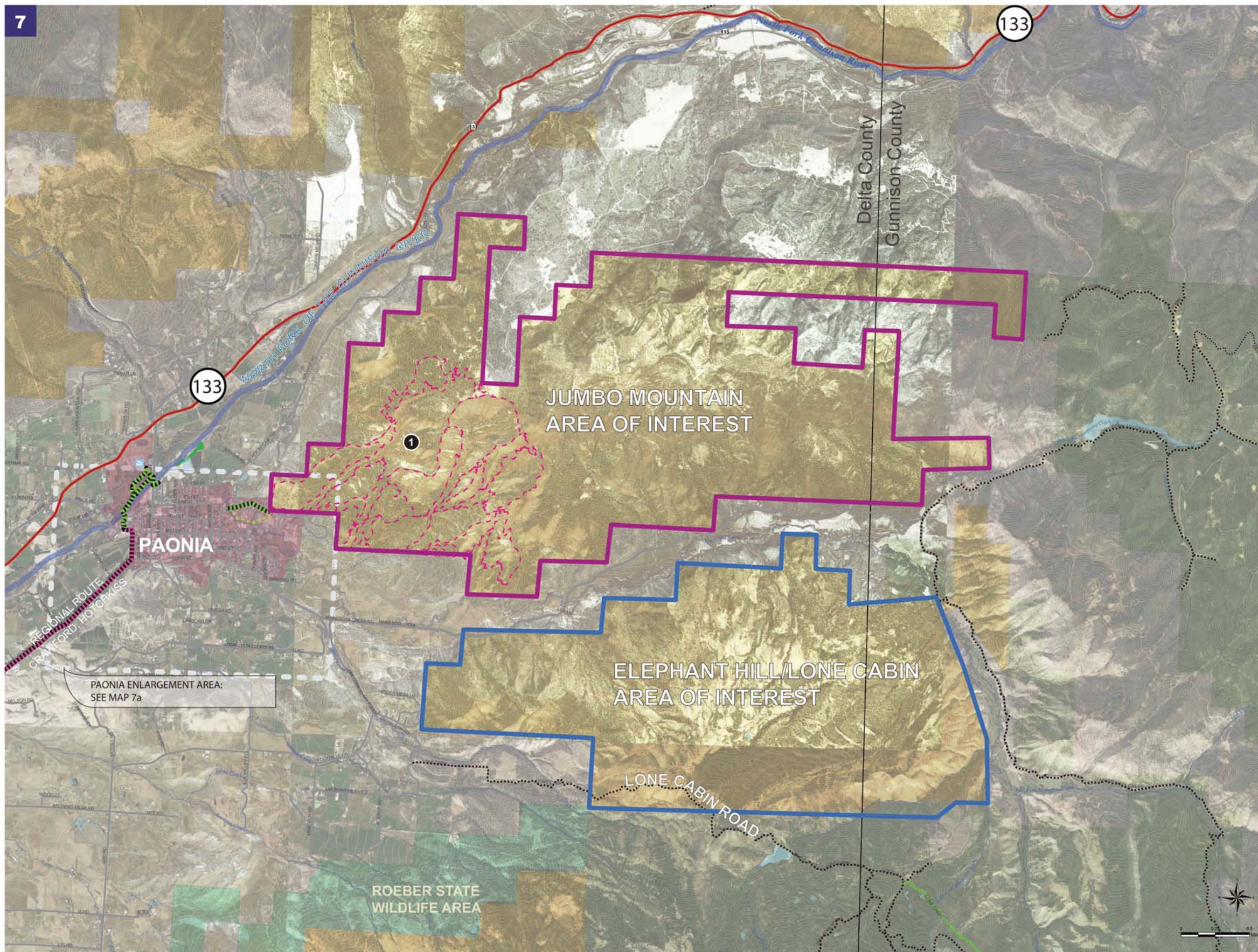
LEGEND

PROPOSED	
	Regional Route - Roadbike: Typically Over Existing Roads
	Proposed Singletrack, Non-motorized South Of Hotchkiss
	McDonald Mesa Area of Interest
	Youngs Peak/C Hill Area of Interest
EXISTING	
	Highway
	Road
	High Clearance Vehicles Road
	ATV/Motorcycle/Bike/Horse/ Hike Trail
	Ohv>50"/ATV/Motorcycle/ Bike/Horse/Hike Trail
	Bike/Horse/Hike Trail
	Historical and Current Use Livestock Trail
	State Wildlife Area
	Bureau Of Land Management
	US Forest Service

NOTES

Proposed - Formalized Trailer Parking in County Road ROW

MCDONALD MESA RECOMENDATIONS:
 - NO MOTORIZED/NON-MOTORIZED TRAIL EXPANSION; FOCUS ON MAINTENANCE OF EXISTING ROUTES
 - SEASONAL ROUTE CLOSURES RECOMMENDED



LEGEND

PROPOSED	
	Regional Route - Roadbike: Typically Over Existing Roads
	Local Route - Mixed Pedestrian
	Jumbo Mountain Trails
	Jumbo Mountain Area of Interest
	Elephant Hill/Lone Cabin Area of Interest
EXISTING	
	Highway
	Road
	High Clearance Vehicles Road
	Bike/horse/hike Trail
	ATV/Motorcycle/ Bike/Horse/Hike Trail
	Ohv>50"/ATV/Motorcycle/ Bike/Horse/Hike Trail
	Map Enlargement Area. See Individual Maps
	Town Limits
	Bureau Of Land Management
	State Wildlife Area
	US Forest Service

NOTES

1 Existing Trails To Be Evaluated & Formalized and Through BLM Process

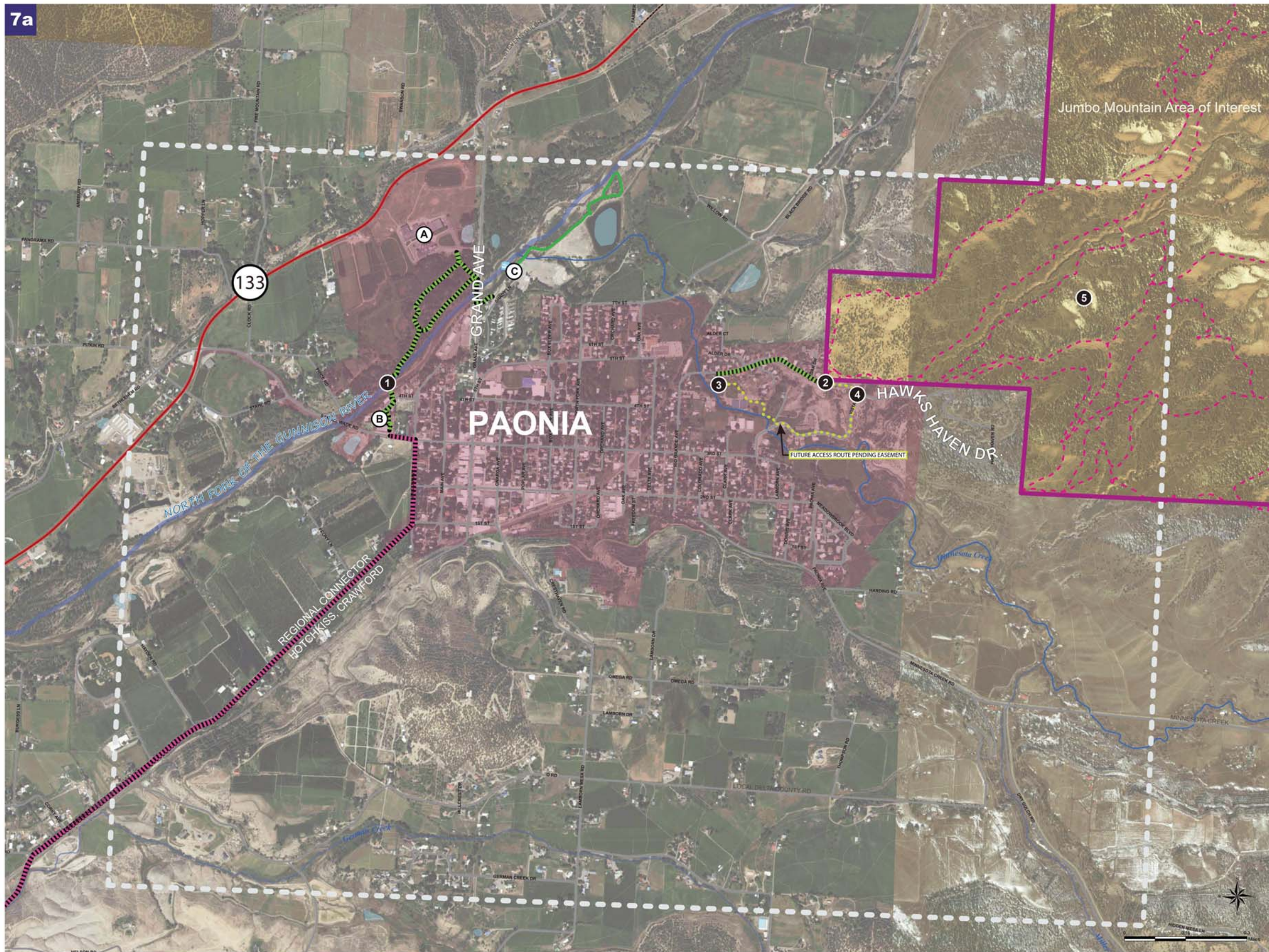
JUMBO MOUNTAIN RECOMENDATIONS:

- LIMIT TRAIL DENSITIES TO EXISTING ROUTES
- NO MOTORIZED/NON-MOTORIZED TRAIL EXPANSION; FOCUS ON MAINTENANCE OF EXISTING ROUTES
- SEASONAL TRAIL CLOSURES RECOMMENDED

ELEPHANT HILL/LONE CABIN RECOMENDATIONS:

- NO MOTORIZED/NON-MOTORIZED TRAIL EXPANSION
- SEASONAL TRAIL CLOSURES RECOMMENDED

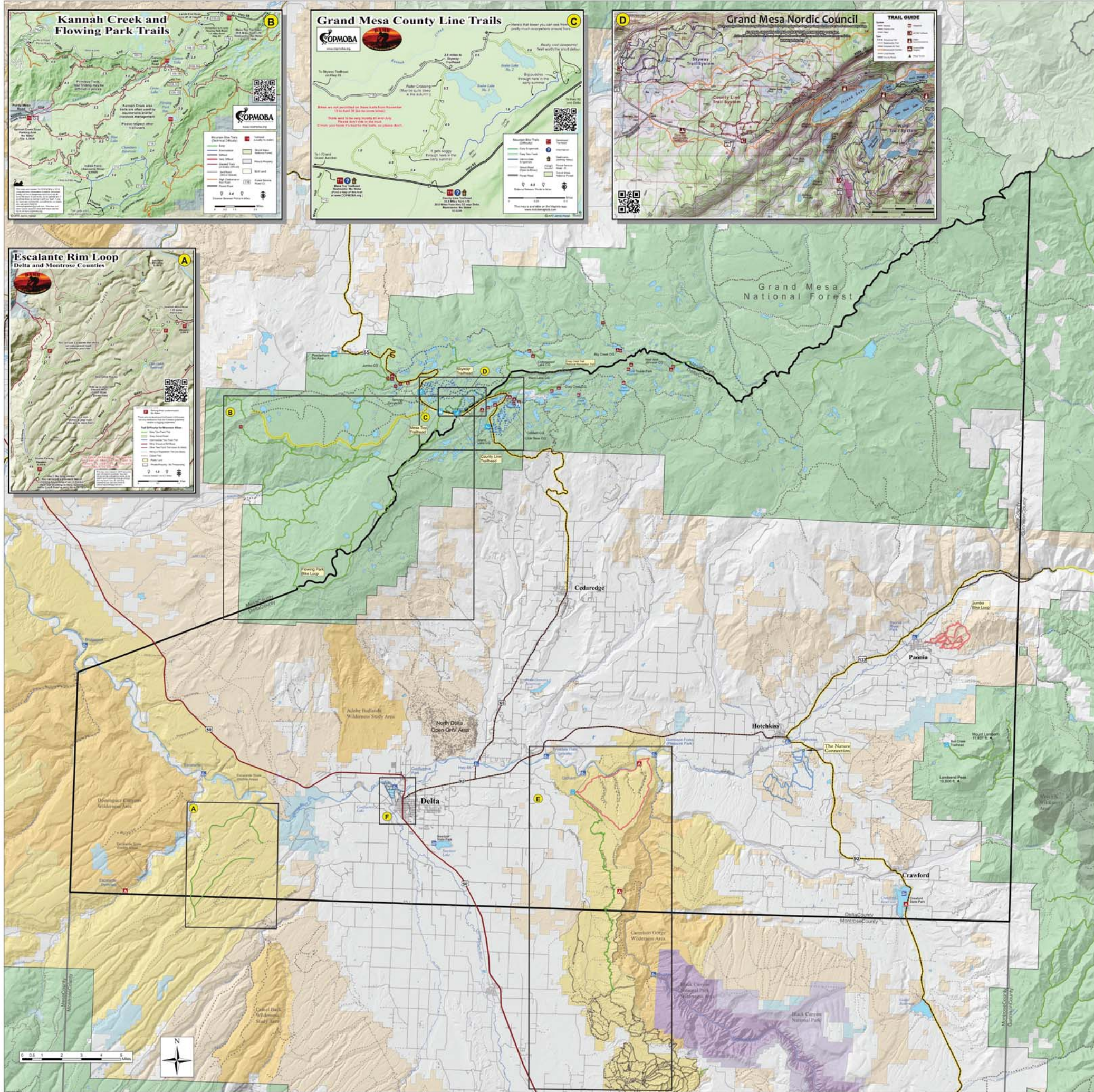
TRAILS INDICATED IN THE PAONIA, JUMBO MOUNTAIN AND ELEPHANT HILL AREA ARE SHOWN FOR PLANNING PURPOSES ONLY. FINAL ALIGNMENTS, NUMBER OF TRAILS, AND USE DESIGNATIONS FOR ROUTES ON BLM LANDS ARE TO BE DETERMINED VIA BLM PLANNING PROCESS. SEE MASTER PLAN TEXT.



Paonia Detail Area

Delta County Trails and Recreation Master Plan
2018.05.16

Delta County Outdoor Recreation Opportunities



Trails
Primary Uses

- Hike
- Horse / Hike
- Bike/ Horse / Hike
- Motorcycle / Bike / Horse / Hike
- ATV/ Motorcycle / Bike/ Horse / Hike
- Nordic Skiing
- Snowmobiling
- Sunlight to Powderhorn
- Snowmobile Trail
- Popular Mtn. Bike Rides
- Proposed Mtn. Bike Trails

Roads

- City, County Private Roads of All Surface Types
- High Clearance Vehicle Recommended
- State Highway
- US Highway
- Scenic Byway

Land Manager

- Grand Mesa, Uncompahgre and Gunnison National Forests
- Adjacent National Forests
- Wilderness - USFS
- BLM - General
- BLM - Conservation Area
- Wilderness - BLM
- National Park Service
- National Park Service Wilderness
- Other Federal land
- State Land
- City and County
- Private

Recreation Sites

- Campground
- Boating Site
- Small Boat Launch
- Skiing
- Trailhead
- Trailhead Snowmobile
- Trailhead X-country

Recreation Sites

Site Name	Location	Facilities	Notes
Delta Campground	Delta	Restrooms, Picnic Area	Open year-round
Hotchkiss Campground	Hotchkiss	Restrooms, Picnic Area	Open year-round
...

Non-Wilderness Trails

Trail Name	Length	Surface	Notes
Delta Loop	10.5 miles	Gravel	Open year-round
...

Wilderness Trails

Trail Name	Length	Surface	Notes
Delta Loop	10.5 miles	Gravel	Open year-round
...



Appendix B: PUBLIC OUTREACH FINDINGS SUMMARY

questionnaires were available for the public to fill out at the first and second public open house series held in Delta and Hotchkiss (Open House 1), in Orchard City and Paonia (Open House 2), as well as online. A summary of trends found in the responses to the questions are presented below. A tabulation of public comments is provided at the end of this Appendix. The name and contact information has been removed from the public comment tabulation.

The outcome of the public process is reflected in the Grounding Principles (Chapter 2) and Projects and Priorities (Chapter 6) of this Plan.

Open House 1 Questionnaire:

1. Please provide your name, contact information, and where you live in the county.
2. How do you use public trails?
3. What are the biggest missing public trail connections?
4. What are the current trailhead and trail access deficiencies?
5. What most concerns you about the long range planning for trails?
6. What most excites you about the long range planning for trails?
7. Other thoughts, ideas, or things that we have missed?

Open House 2 Questionnaire:

1. Please provide your name, contact information, and where you live in the county.
2. Please provide your overall thoughts on the Draft Future Maps and Narrative.
3. What is your opinion of the organization of project priorities?
4. Which Proposed trail improvements would you use the most? Think about trail types and specific trails.
5. What have we missed?

Major themes and consistencies were extracted from the public responses. Please see below an overall summary of those consistent public responses organized by major category or theme:

Maintenance

- Existing trails, trailheads, and road infrastructure leading to trailheads needs to be better maintained.

Maps, Public Resources, and Signage

- Currently there is little information or accessible maps that provide the public with the location of current trailheads, types of trails, and areas which are designated as BLM, USFS, or private.
- There is a lack of developed wayfinding and signage at trailheads.
- There is a lack of developed wayfinding and signage for known/popular road routes.

Delta County Recreation and Trails Master Plan

Designated Use

- Strong support for continued access to existing, legal trails.
- Responders have articulated a strong request for designated use trails in which motorized and non-motorized recreational users are kept separate.
- Motorized users have advocated for trails to be multi-use where possible.

Economy

- Improved trail infrastructure, developed trail systems, and improved marketing of the recreational assets that the county has will help to draw a wide variety of users as well as diversify the economic base.
- A focus on “lifestyle” improvements will increase the livability and desirability of the communities in Delta County.

Trends in Requested Trails

- The schools to Confluence Park. (City of Delta)
- Wide bike lanes on the highways and some county roads. Existing roads are not safe to ride on. (county wide)
- A Pedestrian bridge crossing the river at Pleasure Park. (City of Delta)
- Establish a trailhead at Jumbo Mountain. (Paonia)
- Create a paved bike trail that connects Paonia to Hotchkiss.
- Develop defined trailheads and parking for trails.
- Establish river access and a multi-use river trail system. (general comment)
- Provide more access to USFS and BLM land.
- Create a paved trail from Hotchkiss and the fairgrounds to the North Fork Rec Center, high school, the Nature Connection, and the North Fork Pool. (Hotchkiss)
- Provide formal trails near population centers.
- Establish town interconnectivity through a community bike path or signed county road routes that connect Paonia, Hotchkiss, Cedaredge, Orchard City, Crawford, and Delta.

Cultural

- While supportive of increase recreation opportunities, the community does not want Delta County to turn into a Moab or a tourist mecca.
- Preserve rural character.
- Increased trail access and education reflecting the communities’ desires for amenities supporting active lifestyle.

OPEN HOUSE 1: COMPILATION OF PUBLIC COMMENTS

Location	User Type	Missing Connections + Deficiencies	Concerns	Looking Forward To...	Other Comments
Eckert, CO	Hiking	<ul style="list-style-type: none">● Lack of Maps for the Public (User must go to Ouray visitor center which has good information in print and knowledgeable staff)● There is no information available on how to get on and off of the river, where/when its safe to be on the river, etc.			
Delta, CO	Hiking, Mountain Biking, Camping, XC Skiing, River Access	<ul style="list-style-type: none">● Lack of Maps for the Public. If maps do exist, they need to be made more accessible	<ul style="list-style-type: none">● Maintaining a quality experience for years to come	<ul style="list-style-type: none">● Protection of resources● Provision of good experiences for tourists.	
Cedaredge, CO	Hiking, Mountain biking, Fat Biking (winter), XC Skiing, Snowshoeing	<ul style="list-style-type: none">● No non-motorized single track trails (lack of mountain bike trails)● Repeat vandalism to trailheads	<ul style="list-style-type: none">● 20 years behind neighboring counties in regards to trail networks	<ul style="list-style-type: none">● Finally the lack in trails and trail opportunities is being addressed.	<ul style="list-style-type: none">● The County line trails are not just ski trails but are also open to mountain bikes.
Paonia, CO	Hiking, Mountain Biking, Walking dog, XC Skiing	<ul style="list-style-type: none">● Need for quiet recreation opportunities● Need for Motorized use to be kept separate from hikers, skiers, and bikers.		<ul style="list-style-type: none">● Creating a great trail system to draw a wide variety of recreational users, which will improve and diversify the areas	
Delta, CO	Mountian Biking, Hiking	<ul style="list-style-type: none">● Missing trail connection from the schools to Confluence Park● Missing bike lane designation on roads north to south and east to west.● Lack of information and marketing to those outside of Delta County on trail opportunities.● Delta has become a black hole in regards to developing single-track, non-motorized trails and tourism. Good examples: Fruita, Grand Junction, Montrose, Ridgeway, Cortez.		The non-motorized single track advocates are well organized and backed by well-funded non-profits with access to significant grant opportunities.	
Hotchkiss, CO	Hiking, Biking, Skiing	<ul style="list-style-type: none">● Need Pedestrian Bridge Across river at Pleasure Park● Need Winter access to North Rim Black Canyon● Access to trailheads sometimes requires 4WD/High Clearance Vehicles - Better road maintenance would allow more people to access trails.● Bike trails along the north fork Gunnison (avoiding highway traffic and enhancing tourism opportunities.● Bike Trail up Leroux Creek to Grand Mesa?		<ul style="list-style-type: none">● Possibility to increase cycling opportunities which connects communities to each other and to public lands.	
Rogers Mesa, CO	Hiking, Biking, Skiing	<ul style="list-style-type: none">● Missing trail connections: River Crossings.● Pleasure Park river crossing - would like to see a pedestrian bridge in this area to access the Gunnison Gorge without a 1 hour drive.● Provide adequate planning for both motorized and non-motorized recreation● Improve road access to trailheads.● In general trails are good, getting to trailheads is difficult to the point of deterring recreational use.		<ul style="list-style-type: none">● Potential for much improved access and connection	
Paonia, CO	Road biking, Hiking	<ul style="list-style-type: none">● Missing: bike lanes and safe access on highways and county roads● Paonia to Hotchkiss paved bike trail is needed● Jumbo Mountain access at Pan American gate is poor and needs improvement.		<ul style="list-style-type: none">●Better identification of Delta County assets for residents and visitors● Improved safety●Ability to commute with e bikes and non-motorized bikes.	
Hotchkiss, CO	Horse Back Riding, Mountian Biking	<ul style="list-style-type: none">● Missing Hotchkiss to North Fork Rec./High School/ The nature connection● No trails from Hotchkiss to trails out to High School, etc..● Some trails on Forest Service are not geared for bikes	<ul style="list-style-type: none">● Mis-information and mis-use	<ul style="list-style-type: none">● Getting trails that are really needed.	
Paonia, CO	Retired Forest Service, uses North Fork Trails, Gunnison Gorge Trails and BLM trails on Jumbo Mtn, Pedestrian	<ul style="list-style-type: none">● Trail from Paonia to Volunteer Park● Trailhead from Jumbo Mountain and designated and managed trails there● Local Opportunities● Education on use of trails to minimize conflict and teach users to properly use trails without damaging them.	<ul style="list-style-type: none">● Agencies, especially BLM, are letting users, especially mountain bikers, create new trails without any analysis, planning, and proper education.		
Hotchkiss, CO	Hiking, biking, walking, commuting	<ul style="list-style-type: none">● Trail between Paonia and Hotchkiss● More information about what trails already exist. Don't know of many trailheads in Delta County at all, except those on Grand Mesa● No Paved trails available	<ul style="list-style-type: none">● Concern that county commissioners insist on multiuse. We must design trails for different uses.	<ul style="list-style-type: none">● The ability to ride a bike to work.	<ul style="list-style-type: none">● County commissioners have stated that they intend to use CTF funds (lottery) for trail building. They have \$500,000 in that trust fund

Hotchkiss, CO	walking, walking dogs, small amount of ATV riding.	<ul style="list-style-type: none"> Trail connection between Hotchkiss town and connection to Hotchkiss High School, The nature connection gear library and planned bicycle trails surrounding NF pool, Park and Rec District Property, and the High school Trail connection between Paonia and Hotchkiss. 		<ul style="list-style-type: none"> More information on what is available to explore and definitions on what type of trails they are (hiking, biking, motorized, etc..) 	
Hotchkiss, CO	Hiking, biking, walking, xc skiing, horseback riding	<ul style="list-style-type: none"> Not much public awareness of where trails are, what can be used, and what ability level is needed. No real trailheads or access to common trails. No parking or starting points for xc trails. Would like to see trail systems developed that decrease the need to use a car to get from one town to another, on mesa to another. 	<ul style="list-style-type: none"> that use increases but maintenance is lacking, garbage accumulates, that the area is turned into a crazy tourist mecca. 	<ul style="list-style-type: none"> That healthy outdoor recreational pursuits become more accessible and more available. 	
Hotchkiss, CO	Hiking, biking, walking, running, xc skiing	<ul style="list-style-type: none"> Complete lack of bike path network No river trail system, need river trail heads/access Need access to Elk Mtn range need trail access close to towns Need xc skiing trails in areas other than Grand Mesa. 	need for designated use areas (not Multi-use)		
Delta, CO	hiking, mountain biking, motorcycle, atv, jeep	<ul style="list-style-type: none"> Missing trail connections from Delta town to Public Lands Need signage for tourists Need parking facilities. 	<ul style="list-style-type: none"> funding: need investment money to drive it (state and federal). Local tax revenue is not enough 	Economic Development and growth	
Hotchkiss, CO	backcountry hunting in the west elks, occasional exercise	<ul style="list-style-type: none"> need for trail access from Hotchkiss to the High School 	<ul style="list-style-type: none"> Concerned about the negative impacts to wildlife in the backcountry 	Diversifying economic opportunities and a way for children to safely ride bikes to school	
Hotchkiss, CO	Hunting, fishing, hiking, walking	<ul style="list-style-type: none"> Need trail from town of Hotchkiss and Delta County Fairgrounds south to Rec District and High School Problems with current trails include: lack of parking, maintenance and signage 	<ul style="list-style-type: none"> maintenance of trails Abuse of private lands User created trails that are forced to be publicly maintained 	<ul style="list-style-type: none"> trail system that is logically engineered funded by users. 	
Hotchkiss, CO	Hiking, biking	<ul style="list-style-type: none"> There are no county trails Need for a comprehensive map to show where the trailheads are for USFS, BLM, Private and hopefully county trails 	<ul style="list-style-type: none"> a comprehensive long range plan with the potential for incremental implementation and funding commitment from the county. 	<ul style="list-style-type: none"> There is a grant to fund the planning and it is not contingent on future funding. 	
Paonia, CO	hiking, biking, walking	<ul style="list-style-type: none"> Community bike paths do not exist in the north fork. No trails connections to allow continuous non-motorized travel between communities. Trailhead and access to Jumbo mountain trails has not ability to develop parking at trailhead and has the potential to be disruptive to the neighborhood. you must travel through the neighborhood to get there. Trailheads are not signed and or no info on finding them Bell Creek Trail is inaccessible without 4-wheel drive truck or jeep 		<ul style="list-style-type: none"> Increased access and connectivity 	
Paonia, CO	Hiking, Skiing, horseback riding.		<ul style="list-style-type: none"> that motorized snowmobiles and 4 wheelers don't go everywhere and disturb wild areas 	<ul style="list-style-type: none"> Access into wilderness 	
Paonia, CO	Hiking, Hunting	<ul style="list-style-type: none"> Trail maintenance of existing trails is more important in my opinion than building new trails. Maintaining the roads to trailheads is critical. Example is the trailheads at Mount Lamborn 	don't want to see new trails built in the elk winter range. Jumbo mt is good example of area with to much user created trails	Improved maintenance of trails and trail access	
Delta, CO	Hiking, horseback riding		<ul style="list-style-type: none"> Fearful that the trails will be pinched off by private lands and closed to horses. 		
Hotchkiss, CO	Hiking, biking, walking.	<ul style="list-style-type: none"> Bike lanes between the major towns in Delta County: Paonia, Hotchkiss, Crawford, Cedaredge and Delta. Many people would prefer to use their cars less when traveling between towns. 			
Paonia, CO	Mountain biking, hiking, hunting, fishing, rafting, Nordic skiing, backcountry skiing, snowshoeing	<ul style="list-style-type: none"> Nordic trail for dogs near Paonia Access to the National forest and BLM land near Paonia. Almost zero access to BLM and NFS land near and around Paonia or in Delta County in general The bowie and Somerset Coal Mines - Can public have the road up there converted to trails in the reclamation process. Rails to trails - if the railroad closes can a GOCO grant do this? 	<ul style="list-style-type: none"> Loosing access to trails or public land 	<ul style="list-style-type: none"> Having trails near population centers where I can walk my dogs, go hunting, fishing mtb. 	
Paonia, CO	Mountian Biking, Hiking	<ul style="list-style-type: none"> Carbondale to crested butte to Paonia trail 	<ul style="list-style-type: none"> Ability to get access easements 	<ul style="list-style-type: none"> Being able to go longer distances and into deeper wilderness 	

Cedaredge, CO	Horseback riding, training horse for Competitive Trail Riding events, training horse for Endurance riding events. Hiking, site seeing, wildlife viewing, dog walking, exercise, practice shooting, bicycle riding, photography.	<ul style="list-style-type: none"> ● BLM Adobe Badland trail to top of Grand Mesa. Could even run off of BLM land west of Delta to Adobes and up to the Mesa. ● Need Designated trail markers and staging areas 	<ul style="list-style-type: none"> ● Private property not allowing access. ● Selling of public lands to private owners ● Trash and damaged/misused trails and signage 	<ul style="list-style-type: none"> ● Having trails near population centers where I can walk my dogs, go hunting, fishing mtb. 	
Delta, CO	Biking, running, walking.	<ul style="list-style-type: none"> ● Trails between towns. Trails like that would be used by bike enthusiasts for exercise and commuting and walkers/runners to some extent. ● Between Delta and Cedaredge avoiding roads as much as possible. ● A trail that follows the Gunnison east and west as far as possible. ● A trail along the Uncompahgre River as far south as possible-to Montrose? 	<ul style="list-style-type: none"> ● The county needs to actively pursue grants for recreational development 	<ul style="list-style-type: none"> ● The ability to bike along rivers for miles. 	
Hotchkiss, CO	We have public trails?	<ul style="list-style-type: none"> ● Letting people know that Delta County has trails, only know about one trail around Confluence Park Lake ● 	<ul style="list-style-type: none"> ● No one will plan or manage them because there wont be any money for them. 		
Paonia, CO	Mountian Biking, Hiking, walking dog	<ul style="list-style-type: none"> ● Biking paths along Crawford Road/Back River Road into towns of Paonia and Hotckkiss ● Huge lack of adequate info/signage or public knowledge of trails in county 	Taking into consideration increased traffic from any oil/gas extraction industry operations on rural roads. Since bike paths are non existent please consider how increased industrial traffic will impact recreational use of narrow rural roads.	<ul style="list-style-type: none"> ● That Delta County is even thinking about recreational trails! 	
Hotchkiss, CO	Hiking, biking, walking, running, xc skiing, commuting	<ul style="list-style-type: none"> ● For the most part, there is no trail system in Delta County. Certainly nothing at or near the towns or the city. Connections between towns, the city, Montrose, and various natural features - such as the canyons and rivers would be a priority. ● There is a huge need for a community trail system that connects towns to towns - Paonia to Hotchkiss, Paonia to Crawford, Hotchkiss to Delta, etc. There must be, as part of this plan, DEDICATED use trails - not just multi-use designations. Community bike trail systems need to be non-motorized only, for safety reasons if nothing else. ● Bike trails in the County, of any type, are extremely limited. This should be an emphasis in the study to address. Some, if not most, should be dedicated use designations. ● Areas that should be focused on - trails along the various rivers, the DENCA, a connection to the planned Carbondale - Crested Butte trail system, Sweitzer Lake, Confluence Park area and the City in general, the Black Canyon. 	The County government's lack of interest, vision and support - the inability and unwillingness of the County to take anything like this on. It is the reason there is no trail system in the County today.	The potential of what is out there - its huge.	
Paonia, CO	I use public trails for exercise and recreation. I frequently trail run on many public trails in Delta County, and I enjoy backpacking and hiking. My dogs also enjoy many of the trails in the County.	<ul style="list-style-type: none"> ● There should be more dog-related cleanup infrastructure on public trails. Easy access to trash bags and garbage cans makes it easier to clean up after our pets. Also better parking and signage would be nice. 			
Delta, CO	Hiking, Biking, and ATVing.	<ul style="list-style-type: none"> ● It would be nice to have a multi-use trail along the river from Delta to the North Fork and Surface Creek. 	<ul style="list-style-type: none"> ● Losing access to ATV trails. 	<ul style="list-style-type: none"> ● Retaining and adding to the trails available. 	
Dolores, CO	Cycling, hiking, xc skiing	<ul style="list-style-type: none"> ● Easements thru private property and/or wilderness areas 	<ul style="list-style-type: none"> ● Lack of funding and/or involvement from/with community members who prefer development and/or motorized uses. 	<ul style="list-style-type: none"> ● Expansion of opportunities for mtn biking and hiking; preservation of areas for recreational and non-motorized use. 	
Paonia, CO	Horseback riding and ATV	<ul style="list-style-type: none"> ● should not be more trails than there is now. ● Trails are just fine the way they are. 	<ul style="list-style-type: none"> ● people should leave things alone. These are new comers that are trying to change things. 	<ul style="list-style-type: none"> ● Leave the trails be 	<ul style="list-style-type: none"> ● New people or hippies come in and want more trails to have their big party's. This should not happen. Let our forests be what they are, they don't need more people tramping around.

Paonia, CO	Hike, mountain bike, walk dog, snowshoes, ski, walk, bike	<ul style="list-style-type: none"> ● I live on HWY 133 and it's very dangerous to walk/bike on this road. It needs a shoulder or alt route. ● A safe, enjoyable path connecting Paonia and Hotchkiss for both bikers and walkers. The roads between Crawford & Paonia and Crawford & Hotchkiss are safer than Hwy 133 due to less traffic but they could use at least a wider shoulder for bikes and pedestrians. This would increase the connectivity between the NFV towns for both residents and visitors ● Most of the trails I use in Delta County have good accessibility. I haven't noticed a need. I don't tend to use trails in the lower valley because I prefer going to the canyons if I drive that far from home. 	<ul style="list-style-type: none"> ● I hope Delta County collaborates with towns, BLM, and surrounding counties to make the trails systems more efficient and interconnecting. I see many long-distance bicycle travelers come through lately and if the roads were safer, I would probably travel longer distances on my bike, as well. I hope the trails are practical and well-thought-out. 	<ul style="list-style-type: none"> ● I'm looking forward to having more transportation/recreation options in our area. I think it would benefit our community greatly by increasing options for residents to commute/travel locally and by providing more recreational opportunities for visitors. 	<ul style="list-style-type: none"> ● I'm not an engineer but it seems to me it would be easier to extend shoulders on some of the existing roads rather than grading and paving new trail systems in the NFV. A trail along the river would be really nice but I'm not sure about feasibility due to the need to obtain many easements for right-of-ways and issues with private property rights. I'm very happy to see a new trail plan being developed and look forward to being a part of the planning process. Thank you for the opportunity to provide input. I hope the community's suggestions are considered and utilized.
NA	Walking, Running, Biking	<ul style="list-style-type: none"> ● bike path from Hotchkiss to high school and Hotchkiss to Paonia ● We need to create a trail system that encourages transportation other than the car. We also need more recreational options to encourage more people to spend time out of doors. 			
Hotchkiss, CO	For recreation, to access areas not otherwise available. For hunting and fishing.	<ul style="list-style-type: none"> ● Linking to the trail being planned between Crested Butte and Carbondale. 	<ul style="list-style-type: none"> ● Parking at Jumbo Trailhead 	<ul style="list-style-type: none"> ● The potential for attracting tourists interested in hiking and biking. 	The success in attracting visitors to use the trails will be strongly influenced by the amount of oil and gas development that occurs in the North Fork drainage. If the area does see a significant number of wells developed, I expect it will reduce the number of visitors. Why bike/hike/hunt here if there are nice areas without the visual, air-quality, and water-quality impacts of oil and gas development?
Paonia, CO	Hiking	<ul style="list-style-type: none"> ● Not sure just wish there were more hiking trails or even biking trails (besides JUMBO and should be more parking) in Paonia and Hotchkiss and the Crawford area. ● NO TRAILHEADS! And it is not easy to find parking and/or trailheads. Do not want to park where we shouldn't. 	<ul style="list-style-type: none"> ● Time. 	<ul style="list-style-type: none"> ● That there may be a trail maybe to link Paonia to Hotchkiss for every level. 	
Paonia, CO	Hiking, backpacking, fishing, mountain biking		<ul style="list-style-type: none"> ● Do not want them to be turned into trails for noisy, obnoxious OHV's. 	<ul style="list-style-type: none"> ● Planning means that the trails will be maintained and in some places, improved. 	
Paonia, CO	Mountain biking, hiking	<ul style="list-style-type: none"> ● Town interconnectivity. Somerset-Paonia-hotchkiss-crawford-delta ● Having multiple access points to trails. Jumbo trails in Paonia for example only have 1 central trail head and no parking. ● Jumbo mountain trails only has one access point. This needs to be resolved ● Trails need to CONNECT places. There is none of that happening in Delta County. ● For that matter the amount of trails in Delta County is woefully inadequate. There simply aren't any! Too much private land...especially along waterways. 		<ul style="list-style-type: none"> ● The idea of connecting our towns with trails, and our towns with public land. 	The most obvious idea is once the coal train ceases to exist we have a perfect interconnecting trail system for Delta County. Hard to say how long that will be...but it will happen.
Paonia, CO	Hike, bike, ski, fish, hunt, camp	<ul style="list-style-type: none"> ● none. we have plenty of trails everywhere. We need no new trails. Humans do not need to go everywhere. There are plenty of trails for all the people to have fun on. 	the creation of new trails. our natural areas are getting inundated with humans and it is causing a lot of damage. More access is not required to have a good time in the mountains or where ever you want to go. Please please please stop building trails	NOTHING long range trail planning scares the hell out of me. Stop It!	

OPEN HOUSE 2: COMPILATION OF PUBLIC COMMENTS

Location	Please provide your overall thoughts on the Draft Future Maps and Narrative	What is your opinion of the organization of project priorities?	Which of the proposed trail improvements would you use the most? Think about trail types and specific trails.	What have we missed?	Add any other additional information you would like to share with us here
Hotchkiss, CO	I think it has great potential, but I am curious what the final outcome might be	I like that bike route planning is a priority, as motorized routes have been a priority of Delta County in the past.	I would like to see the area around Smith Mountain and the area south of Hotchkiss to be utilized for highly developed mountain bike trails. I think this county has the potential to be another Fruita type area with the right planning. Bringing economic growth and vision to an area that has been economically depressed for sometime.	I think have a bike path that directly or indirectly links the wineries and towns together could be beneficial in creating far more ag-tourism revenue.	Thank you for all your hard work!
Hotchkiss, CO	Great work! Glad to see areas designated for both motorized and non-motorized recreation	No comment	Smith Mountain/Gunnison Gorge area, non-motorized recreation	We need a bridge or two at Pleasure Park to make this area safely accessible. What BLM process is needed to make this happen? Will Delta County actively advocate for trail development in this area? The existing Pleasure Park to smith Fork trail on the East side of the Gunnison is not shown.	NA
Paonia, CO	Looks good. I am just concerned about Jumbo Mountain as I run the ranch above it!	Good	I wouldn't use any but maybe Jumbo so I can check my fences.	nothing	NA
Cedaredge, CO			Non-motorized trails, trails that provide ways to travel in-between places (Cedaredge to Delta, for instance)	I'd like to see some non-motorized or at least shared use trails developed in the round corral area (upper surface creek)	
Paonia, CO	I am excited to see your work and plans for the county!	I am happy with the priorities as outlined	1- The town wide Paonia loop 2- Inter-community trails		Great job and open house! Happy to see this project moving forward.
Paonia, CO	<p>There are too many proposed areas in critical deer and elk habitat. There are some good trails proposed around Hotchkiss where there wont be impacts to our environment. I recommend no expansion of mountain biking trails in the Jumbo Special Interest Area. The current trail network is extremely dense and has pushed out all wildlife. There used to be hundreds of elk and deer in that area until the bikers pushed them out. Now the elk and deer are farther west of the trail network in a pristine area with very few visitors. Bikers are planning to cover that entire area with trails.</p> <p>Use existing routes in the Elephant Hill/Lone Cabin Special Interest Area. No new development of mountain bike trails. This is excellent wildlife habitat for deer and elk and it's a trophy buck unit. Note that in all of these areas they are far more than just winter range areas. they are also elk calving areas in many cases elk remain through July. In some cases such as Elephant hill and Lone Cabin, there is a resident elk herd. Deer reside in these areas year round.</p>	the priorities seem to be organized well	I enjoy biking but not at the expense of wildlife and the land. So I would use the trails around Paonia High School and South of Hotchkiss.	The larger economic value hunting has to the area compared to Mountain Biking. The increase spread of invasive weeds by more mountain bikes.	I once enjoyed seeing elk and deer living in wild places on Jumbo Mountain. Now I very seldom see elk and the deer seem to be always running from the speeding mountain bikers. I would hate to see the habitat destroyed and the wildlife populations destroyed just by catering to a few mountain bikers.
Delta, CO	Looks to be pretty well done.		<p>I think good road bike routes that are posted and have room for bikes (wide shoulders or bike lanes) will do a lot to encourage people to ride bikes as an alternative transportation method.</p> <p>Linking routes is good.</p> <p>The Confluence Park area gets lots of use. Connecting it with Escalante Wildlife Refuge would be a great addition especially if it can follow the Gunnison River course.</p> <p>Need to avoid saturating important wildlife habitat with mountain bike trails. The Jumbo Mountain area is not a good choice for developing additional routes. Maybe one of two through routes there but that is enough</p>		

Paonia, CO	New resident to Paonia from Utah. I see where you want to preserve some of the area's cultural history. But, you also stress "The evolution of Delta County culture commensurate with modern life, economic diversification, changing demographics, and preferences should be encouraged in a way that respects the existing culture of the County". We live in a totally new era now, and although this valley has a history of mining fossil fuels- I think its more important to take steps in the direction that the modern world is heading - stressing conservation of our lands - and also emphasizing Renewable energy. This is the direction that Colorado, the nation, and the world is going. Let's not take steps backwards when it comes to our Broad Energy policy. Plus, economics and future jobs are not in mining or drilling.	Mostly good. I like that bike paths are being emphasized.	If there were more road bike paths or bike lane connections from Paonia to Delta; or Paonia to Crawford. And even possible up HWY 133 to county line (and to McClure Pass), it would be much safer.		I have explored on foot much of the area around Lone Cabin and below Mt. Lamborn. This area has wilderness qualities to it; not sure exactly where Elephant Hill area of interest would be impacted by your plan, but, I am suggesting that you keep this area not open to motorized vehicles, other then whatever BLM or forest roads allow.
Paonia, CO	The present trails in these areas are already to much. Us mountain bikers don't need to disturb any more wildlife.	Mountain bike trails are way down the list. Lets concentrate on helping our fish and game.	Only walking trails	The impact this will have on the hunting and fishing community	Trails are fine but not trails denoted just for bikes. If we want to use the trails for horses or ATVs then keep to a minimum. Present trails are more than enough.
Hotchkiss, CO	I am concerned about the special interest areas of Jumbo Mtn/Elephant Hill and Lone Cabin/McDonald Mesa, and STRONGLY oppose any expansion of mountain bike trails in these areas. There are plenty of trails as it is. A higher density of trails cannot have a positive impact on wildlife.	Prioritization of historical land uses such as wildlife habitat, hunting, fishing, grazing should be given a lot of attention.	Existing trails are plenty enough for me and my mountain bike.	Prioritization of historical land uses such as wildlife habitat, hunting, fishing, and grazing. We have seasonal closures of certain areas for certain uses. How about seasonal closures of mountain bike activity? Many of the special interest areas are winter range, and also calving grounds for elk.	There has been a great deal of illegal mountain bike trail construction in many areas already. Jumbo comes to mind. The elk herds have pushed off of a large portion of the mountain due to the density of trails.
Paonia, CO	My first thoughts are the mountain bike trails on Jumbo need to be closed. They have destroyed the natural habitat, there is a trail on top of every ridge and in the bottom of every draw. They built bridges, jumps, put signs in and have shovels and other objects laying around. And they have done all of this illegally. The TV trails are fine. They have been there for as long as I can remember and haven't changed. And I have been going up there for 35 years. Then mountain bike trails have made the deer and elk leave to find a new place to winter, there is just a few that have stayed there. It's also caused trouble with people trying to hunt while their all over these trails running the wildlife around. I have nothing against mountain biking, but it needs to be in the right location and keep the number of trails under control. The long Cabin and McDonald's Mesa areas are also deer, elk, bear, turkey habitat. I think the trails that have been there for years and years should stay there but do not need mountain bike trails everywhere. I would hate to se those areas destroyed like Jumbo. The mountain kike trails should be behind Hotchkiss High School, Peach Valley. Areas like that where they don't effect wildlife and hunting. And again, keep the numbers of trails to a limit, with no man-made bridges or other construction	They need to stay away from areas full of wildlife and don't destroy the landscape like they did with Jumbo.	I would use the trails that are already there, the ATV trails that have been there for 100 years.		
Paonia, CO	I was really disappointed in some of the areas of the proposed trails. Jumbo has too many trails let alone construct any more. This was a prime wintering ground for deer and elk, not any more. McDonald Mesa is also a wintering range for deer and elk, and a prime hunting area for those who like to hunt. Elephant hill has enough trails, lets just use the ones that are there.	I think that everyone has their recreational activities and should be able to enjoy them, but lets do them where they don't impose on others. Also, keep in mind the wildlife habitat, ranchers who graze their cattle on these lands and the hunting that has gone on for generations.	I am not a biker, but I like to ride 4-wheelers and am happy to use the trails I know, without making any new ones.	I think you just need to keep in mind what, where, and why and the impact that it will have on the big picture. Some of the areas mentioned (out behind HH School and Peach Valley) would be better suited to building trails.	this whole thing came as a complete surprise to me and I know it did to a lot of other people I talked to. It looked to me like it was "flying under the radar" don't know if this was intentional or not.
Paonia, CO	I am in opposition to the trail plans proposed in the Jumbo, Elephant Hill, and McDonald Mesa areas. I live in the midst of two of these areas (for the last ten years) and have seen the decline in the areas of wildlife habitat. Most of the elk and deer herds have moved due to human encroachment at critical times of the year. We used to have a thriving calving area for elk, and I have not seen much fawning activity for the deer in recent years. The animals that do remain have moved on to large tracks of private land, such as the Lazy H Ranch along the 133 corridor, causing a decline of the herds due to automobile confrontations on the highly traveled road.	I believe it to be driven by special interest groups that don't realize the great impact it will have in the future with our wildlife populations	The bicycle traffic will actually cause me to re-think how I will wish to access especially the Elephant Hill and Jumbo areas. I don't like to dodge and yield to speeding bicycles.	If you have missed anything it is the consideration for the foot traffic, especially those of us in our later years who don't move quickly enough to avoid a faster moving mode of transportation (bicycles included)	Heavy activity or use of bicycles on this pre existing environment will only change it for the worst.
Paonia, CO	Excellent and comprehensive presentation!	Fair as it includes all user groups	I definitely feel that Smith Mountain is an untapped resource for more trails - specifically mountain biking but of course open to all users. There could be a tremendous amount of single-track and flow type trails created to augment the use of the Sidewinder Trail. The economic impact on Delta County can potentially be quite significant drawing many more users to the area. Camping near the river could encourage multi-day users and establish Smith Mountain as a destination benefitting the surrounding communities with incoming dollars spent. In this changing economy here in Delta County that's a positive!	I think you got it!	I am available to help with trail building!

Crawford, CO	<p>I very much support the trails etc. around the towns and connecting towns</p> <p>I am concerned that the maps/trail plan in areas that intersect with Forest Service lands that are bike centric. Better attention should be given to conflicts with wildlife habitat. Also, you have bike trails marked on Forest Service Lands that are not open to bikes according to Forest Service travel regulations. You need to filter your marked trails through Forest Service travel management. For example, all bikes on Forest Service are restricted to designated system trails. The trail up to the summit of Mt. Lamborn is not a system trail and is not open to bikes. Also, the system trail in a portion of Curecanti Creek is not open to bikes. There also may be some trails marked for bikes in the Dyer Creeks on south side of mendicant Ridge that are not system trails.</p> <p>You also have a trail marked for ATV/bike/horse on a ditch that goes from the Little Coal Creek road into Little Coal Creek. Ditch ways on Forest Service lands are administrative routes, and neither the ditch company nor the Forest Service intend for them to be used by the public.</p> <p>It also appears that you have a route going around the south side of Landsend Peak that you have as being open to ATVs. The Forest Service worked hard to close (and enforce) this trail to motorized use.</p> <p>It is very important that an official county trails plan document does not conflict with established forest service travel management.</p> <p>There is even some confusion about trail management within the Forest Service ranger district office, including conflicting signage at trailheads. It would be advisable to contact the district ranger directly to obtain the official travel management designation for some of the trails in question.</p>				
Paonia, CO	I don't like the bike trails up on Jumbo and Elephant Hill	Fine	None. I just don't want a bunch of bikers up Elephant and Jumbo as it is critical habitat for elk/deer.	na	we have enough bike trail up Jumbo
Paonia, CO	This is a revised survey I am doing! I don't like the Jumbo Mtn and Elephant trails as it is critical deer/elk habitat and they don't need to be bothered by MORE bikes!	na	I would not use any!! Just don't want more to put on Jumbo and Elephant Hill!!	Leave the habitat alone! They winter down low and you are going to put bike trails to disrupt the animals	This survey is a new survey. Did one earlier!
Paonia, CO	Very informative and complete	I don't believe that the critical winter habitat for elk and deer that these areas are in have been a high priority.	I would not use any of them	I think some seasonal restriction should be considered so that the animals would not be interfered with during the winter months.	Critical winter habitat continues to be encroached on by development and recreation. We need to consider this for these proposals.
Paonia, CO	I think it is complete	I believe multiple use is the project priority and I agree with that	I probably would not use many of the trails. I am worried about trail use on Elephant Hill and Jumbo Mountain. It is critical elk and deer habitat for this area		As stated above, Elephant Hill and Jumbo Mountain is a critical habitat area for elk and mule deer. This area is a winter area for both calving area in the spring. To much traffic during these times would not be good for the elk and deer.
Hotchkiss, CO	I am excited to see all the new trails that are coming in. I would like to see a path that connects the two paths on the corner where HWY 133 and 92 meet. This part is hard for walkers and bikers to navigate	I think that priorities should be to maintain trails that are already in existence and then move onto new trails. I believe the town connected trail would be a huge benefit to all the communities.	Walk and bike trails. I would really like to see as mentioned above trails that currently do not connect to connect in town. I think that to make some of the other Hotchkiss trails better we need them to be easy to access leaving right from town.		
Paonia, CO	I used to hike on the Jumbo trails and have seen the gross overuse by mountain bikes. This has caused a great deal of erosion and has run the deer and other game form the area. Due to the high impact of mountain bikes I would like to see them limited to existing trails and roads.	Too Much!	I prefer to use them as they are.	Bicycles are very high impact machines	I don't like to see on group getting control of an area.
Paonia, CO	I support responsible trail development and maintenance in areas that make sense and will have minimal impact. I however don't support expansion of new trails into critical big game winter range habitat. Specifically the Jumbo Mtn, Elephant Hill and McDonald Mesa areas should not have additional permanent trails built. These areas already have extensive ATV and road access. Additional trails and roads will negatively impact the vegetation and wildlife that use these areas.	Priority should be placed on developing areas that will have minimal impact to wildlife.	I live in Minnesota Creek valley and hike Jumbo and Elephant Hill often. I would not use additional trails in these areas. My experience with mountain bikers on Jumbo mountain has been very negative. They are often traveling at high rates of speed and expect pedestrians to move out of their way. In areas with limited visibility this can be quite dangerous. As a result I avoid hiking on trails frequented by mountain bikers.	The problems that currently occur in the Jumbo Mtn area of interest with user created trails and abuse of private property need to be addressed. BLM enforcement is essentially non-existent and user created trails are extensive and not fully captured on the map. Ironically several of the trails shown on the Jumbo Mountain area of interest cross onto private land now without permission ever being granted to do so.	Many of the bike trails on Jumbo Mountain have extensive erosion. Will there be a trail maintenance plan in place to make sure the trails are maintained?

Paonia, CO	Absolutely not I have leased private property and they are illegally trespassing on a regular basis, they put in bike bridges without permission and have a half dozen trails through the property. The have also cut fences allowing livestock to get out. They have no respect for private or public lands. This would also destroy the deer and elk populations that inhabit the area. People who have hunted this for years hate the trails they have already made without permission from anybody! In a lot of these proposed areas there are established roads or wheeler trails that they can use without destroying more of our public lands. I say no and hell no!!	DO NOT LET THEM DO ANY OF IT EVER!!!	NONE I DO NOT SUPPORT ANY MORE DESTRUCTION OF OUR PUBLIC LANDS!!!!	THE DESTRUCTION OF MORE PUBLIC LANDS	STOP IT NOW, THIS IS INSANITY, USE THE ROADS THAT WE HAVE NOW. BIKE CRISS CROSSING THE LAND IS ASSININE!!!!
Paonia, CO	Nice to see - very important for our County's future!	Looks good.	Single-track for mountain bike and hikes. Jumbo and Elephant hill. Need access to Jumbo from Minnesota Creek Road. Also, the Smith Mountain area around Pleasure Park will be a very good addition.	Cross country ski trails near Paonia. Explore creating trails where TV hill up Stephens Gulch is by working with private landowners. And other close-in XC ski trails. It's a long drive to Grand Mesa or McClure Pass	Better access to Mt Lamborn trails - the roads are extremely rough.
Paonia, CO	No more trails on Jumbo, McDonald's Mesa, or Elephant Hill. We live right next to Jumbo and they build illegal trails all over the place. We hunt in these areas and the game is getting less and less. They are riding their bikes all months of the year messing up our hunting and running the deer and elk out of the country!! They trespass on our property and show no respect for private property. They should not be allowed to ride in any hunting season what so ever! This is a bad idea as they are being caught building illegal trails right now as I write this. Please say no to any new trails and enforce the laws that are in place now. And use the roads we have!	Don't do it period!	None!	The boat don't be conned into adding to a bad situation period!	don't do it!
Paonia, CO	The trails are destructive to the wildlife and property owners in the areas.	Attracting too many people in areas where trails are	none	no more bike trails	Many of these bikers use my property for parking and off loading bikes.
Paonia, CO	I am opposed to any future development of bike trails in the North Fork Valley. I have huge concerns about wildlife habitat infringement. I believe all proposed trails will have a detrimental effect.		These trails will only be used by a select few, a small amount of the citizens		Please do not open more trails in the North Fork Valley. Our deer and elk herds are volatile. These trails are bad for the valley.
Paonia, CO	I have lived in Paonia for 40 years, the areas they need to leave be are Jumbo, Lone Cabin, Elephant Hill, and McDonald Mesa. These areas are sacred grounds in my opinion. Our elk and deer winter here, and I believe and have seen proof on Jumbo, that bike trails will drive out our deer and elk population. These areas are main areas where our deer and elk live. Please leave it be. These areas are also used for grazing, which needs to stay that way. Leave these areas alone for our wildlife to have a sacred ground!				
Paonia, CO	It seems to be put together well	well planned	none	Jumbo and Elephant Hill are natural winter areas for the deer and elk. And they have always been areas where people could hunt. If they are turned into bike paths it will no longer be inviting for the wildlife	I vote no on adding to the bike trails.
Paonia, CO	I think it needs to be cancelled	I don't think trails should be a priority, I think wildlife and habitats should be number one on the list in today's day and age.	I think if any trail, it would be a simple hiking, no biking trail, but maybe barely then.	That the wildlife need to be preserved and habitats need to be left alone. People being invited into the area will cause a push on animals, could be a hazard to both people and wildlife.	don't do it!
Olathe, CO	Bad idea you guys have already ruined the landscape of BLM by illegally building trails, bridges, etc. without BLM consent. You are ruining mule deer wintering ground and littering the mountain with trash.	I disagree with the organization and its plans	none	wildlife and nature	This is not good. You have already ruined prime mule deer winter range and are trashing all of our BLM grounds.
Elizabeth, CO	Leave the wildlife alone...NO TRAILS		none	the protection of our wildlife	
Hotchkiss, CO	I'd like to comment on the proposed Delta County Master Trails Plan. As I drove from Hotchkiss to Paonia today I saw a rare event - a bicyclist braving the mostly non-existent shoulder on Highway 133. I contrast that observation with what I see when driving Highway 135 from Gunnison to Crested Butte, where there's a wide shoulder that is welcoming to bicycle riders, and is used a lot for that purpose. I hope Delta County will become more bicycle-friendly for road bikers in the future. I have also hiked the hiking/biking trails on Jumbo Mtn. That habitat used to be any important over wintering area for big game, but is used much less now that there is so much human activity there. I recommend that bike trails not be expanded into new areas on Jumbo in order to maintain the character of that habitat for big game.				
Paonia, CO	Hell no you are closing everything off but want to put in bike trails.	My opinion is it's BS. Trying to sneak it in without hardly anyone knowing.	U put in bike trails u open the 4 wheeler trails to.	The people's view	Want to know when and where the meetings are held.
Loveland, CO	Fine	Close it down leave the wildlife alone only use for hunting	Close it all down leave it to the hunters to keep people out.	Everyone in the woods needs to buy a license. Biking, Hiking, whatever buy a license	No mountain bikes

Paonia, CO	I am very opposed to the Elephant Hill/Lone Cabin and the McDonald Mesa Special interest area. That area needs to be left in the interest of all. It is not compatible to have bike trails and big game wildlife habitat. I am okay with the Jumbo area. It is a good park for the area.	As I stated, I am okay with the Jumbo Area, but am opposed to the other programs. Therefore, the only priority should be Jumbo and nothing else.	I believe that the established trails should be maintained, but that the addition of new trails should be prohibited.	The majority of our community appreciates the beauty of a wild and pristine landscape. It is what makes this place special, and sets us apart from our neighbors. Keeping land pristine will be the draw in the future. It would be a mistake to cater to the needs of a few bikers at the expense of the rest of the people and wildlife that calls this place home.	Again, the majority of our community appreciates the beauty of a wild and pristine landscape. It is what makes this place special, and sets us apart from our neighbors. Keeping land pristine will be the draw in the future. It would be a mistake to cater to the needs of a few bikers at the expense of the rest of the people and wildlife that calls this place home.
Winter Park, CO	I've visited Delta County many times for recreation. I've done everything from biking, hiking, hunting and fishing to just spending time there. Your plan looks well thought out and provides for a variety of recreational experiences while still addressing protection of land and wildlife.	It seems to be well thought out.	Multi use non-motorized trails have the greatest interest to myself. Connecting trail systems and creating the ability to reach outside of the immediate area.	I don't have enough knowledge to give adequate input	A balance of recreation and commercial use of land is a hard goal to achieve. Be aware of commercial use trying to derail your efforts through the cloud of wildlife protection. Your plan seems to address wildlife and habitat needs by planning around those areas. More education and information should be available on that subject. You have a great place to recreate and enjoy. Thank you for stepping forward with this plan.
Paonia, CO	Need to leave these areas alone. It pushes game out of the area. These are areas that game use in summer and winter.	No development in these areas for mountain bikes	Leave these areas the way they are.	Elephant Hill. Lone Cabin. These are areas of wildlife habitat for deer and elk deer. Elk calve in these areas. No development in any of these areas. You can walk all these areas without a bike. Should Jumbo Mtn during hunting season and in the winter for game that winter in these areas.	These areas are for wildlife that people can enjoy. These areas are good for wildlife habitat and for all game and should be left alone. Look on Jumbo, there's no elk in the winter and very few deer. Leave the bike trails out of all these areas.
Paonia, CO	Some of it is good but there are some concerns	Unsure	I am a big game hunter and horseman. We are concerned about the preservation of those resources.	The consideration of big game areas on Lone Cabin, Jumbo, and McDonalds	We used to hunt in the developed Jumbo area for deer and elk with great success. Since the trails have been developed there is no big game in the area. We are very concerned about the removal of game animals directly surrounding our home, as well as other areas. The existing trails should remain, but no new trails. Over the 27 years that we have lived here we have seen the game population subside continually. We believe it is due to too much human influence. ATV's for one do not stay to the existing trails, with new trails we believe it will only grow worse. We need to keep Jumbo, Lone Cabin and McDonald areas as they are. Give the game a chance.
Hotchkiss, CO	I am opposed to the creation of new mountain bike trails in any areas that provide critical wildlife habitat. Bike trails in the Hotchkiss high school area or in Peach Valley are idea for mountain bike recreation. The Jumbo, Elephant Hill/Lone Cabin, and McDonald Mesa should be restricted to existing trails only. There has already been significant illegal trail building in these areas. A thorough inventory of the existing trails needs to take place and there may be justification to close some of these trails. As a fisherman I am also concerned about the level to which these erosion in these areas contributes to stream degradation and disruption to fish spawning areas.	Habitat protection needs to be the number 1 priority	Hiking trails in Hotchkiss area	Search out sportsmen's and conservation groups as well as CPW biologists to make sure their input is received.	
Paonia, CO	The current Jumbo area has been littered with trails that have destroyed the area. It affects the wildlife, the view and is pushing the deer when they are vulnerable. There has been construction on public land where there should be non. This is public land not just one groups to destroy. The other areas that are suggested have plenty of roads use them. There is no need to make more trails to harass the wildlife and push them out of their wintering grounds.	I do not want to see any more destruction of our land it puts others in danger that may be using this ground	None, use the existing road systems	This is public ground, there is plenty of roads use those. There is no need to add more trails. It will affect the wildlife in the area. It destroys it for others who use the area.	I suggest you enforce the law when illegal trails are being built. When deer or any animal are on these trails they are pushed off by a bike creaming down the trail. This endangers people who are walking plus destroys the peace and quiet you want when walking or using the land.

Paonia, CO	<p>This plan is an absolute joke! They have been trying to protect wildlife and habitat in these areas for the last 20 plus years and now it seems its being thrown away in the blink of an eye! Colorado division of wildlife/BLM/Forest Service has been closing roads and restricting access in this very sensitive wildlife wintering area! Now because its a non-sportsman issue you guys are all in! What a bunch of Hooyie!</p>	<p>This project should be scrapped all together!!! How many fees do the mountain bikers pay to use these trails??? Let me answer this one for you! 0! The sportsman pay fees for everything and get nothing but harassed in return! This plan goes against all your arguments against the sportsman recreating in these areas for the last 20 years including citations given for being in a area too early, or using already developed roads, now you want to develop trails because it fits what you want!!! Bologne!! Its time for you to pay attention to the guys paying all the fees and paying your wages for a change!!!</p>	<p>They all go against your own development requirements for hunting and wildlife and their ability to survive!</p>	<p>You have missed the whole boat!! This project is a slap in the face to all sportsman who have been paying your fees and wages all our lives!</p>	<p>You need to have a joint recreation plan that includes all sportsman interests, including wildlife and habitat!</p>
Paonia, CO	<p>Please do not expand mountain biking trails in the Jumbo Special Interest Area. The current trail network is extremely dense and has pushed out all wildlife.</p> <p>Use existing routes in the Elephant Hill? Lone Cabin Special Interest Area. No new development of mountain bike trails. This is excellent wildlife habitat for deer and elk and its a trophy buck unit. Note that in all of these areas they are far more than just winter range areas. They are also elk calving areas and in many cases elk remain through July. In some cases such as Elephant hill and Lone Cabin, there is a resident elk herd. Deer reside in these areas year round.</p> <p>please use existing routes in the McDonalds mesa Special Interest Area. No new development of mountain bike trails. this is excellent wildlife habitat for deer and elk and its a trophy buck unit.</p> <p>Please consider seasonal closures for Jumbo Mtn biking. This used to be elk habitat...now there are no elk at all.</p> <p>Please enforce illegal trail construction. Trail construction in the Jumbo Mtn Area was illegal in the first place and new illegal trails are being built. trail density is extremely high such that no game can utilize that area.</p>	<p>We believe that areas outside of common big game use are better choices for expansion of bike trails. There are many outlying areas that are more conducive to this type of recreation. Please leave public hunting grounds alone.</p>	<p>Rolling Rhythm trails, point A to point B, town to town type trails.</p>	<p>Habitat preservation for big game breeding and calving grounds</p>	<p>We enjoy all types of outdoor activities and have learned that animals do not well around biking activities.</p>
Crawford, CO	<p>Not really sure of the draft specifics, but I'm in favor of trail building, specifically mountain bike trails.</p>	<p>Not sure where I'd find them</p>	<p>Mountain biking and hunting trails</p>	<p>na</p>	
Paonia, CO	<p>There are no xc ski trails on you maps. See below</p>				<p>We are a small alliance of cross-country skiers in the North Fork Valley. For over 15 years we've enjoyed access to skiing from Stevens Gulch Road at an area approximately 6 miles from Highway 133 (on a road that heads east up to a communications tower site). The surrounding land has been sold and the new owner will no longer allow public access.</p> <p>Now, we would like to request that Delta County allocate the resources for additional winter plowing on Stevens Gulch Road to Windy Point, which is approximately 3 miles beyond their current winter plowing. Windy Point has an established USFS recreational use parking area and from here cross country skiers and other recreation users can access the surrounding public lands for winter recreation.</p> <p>This access improvement would be a great addition to the Delta County Trails Master Plan.</p>
	<p>I do not want trails running through where I have my cattle. If you want to walk that fine. These areas are where elk and deer range year round. This is a great wildlife habitat. Elk calve here so leave it alone.</p>	<p>Leave it as is. These area where elk and deer are. Elephant Hill and Lone Cabin have resident elk and deer year round. Elk calve out in these areas.</p>	<p>Leave it alone these areas are for game to enjoy not to be run around by bikes</p>	<p>Look at the trails on Jumbo. Very little game left the deer are damn near gone. You find trash along these trails. Deer used to have their little ones there. The people need to stop all this bullshit. We don't need this here.</p>	<p>We have cattle in theses areas and we don't need bikes in these areas. We don't bike running our cattle and our game around. Walk if you need to go up in these areas.</p>

Paonia, CO	the maps fine	There are some good things about Hotchkiss and Peach Valley	None. I strongly disagree with putting anymore trails on Jumbo. The trails already there have run off natural habitat. The bikers are far more destructive then any animal, or hunter, or ATVs. We should leave what few routes that are open, open. The cattleman and farmer cannot even brush hog their fence lines to keep the fences up on range land. So why should we let the bikers make trails.	Look at the eastern slope and how they have rant the cattleman, hunters, deer, and elk off. What do they have-fires! Nothing to graze the land off. They have destroyed the ecosystem.	Use existing routes in the McDonald mesa Special Interest Area. No development of the mtn bike trails because this is excellent wildlife habitat for deer and elk. Suggest seasonal closures for Jumbo Mtn biking. Because this used to be good hunting now there is no big game. Enforcing illegal new trail construction. Someone was caught on camera with tools, building a new trail over a mile long. Trail density is extremely high such that no game can use the area. There should not be any routes build on Elephant Hill or Lone Cabin. This excellent Wildlife habitat for the deer and elk and is a trophy buck hunting area, it is far more than just winter range. For years now that area has been off limit for the elk to calve in and the elk usually remain far into the summer. We have herds of deer and elk that stay in this area year round.
Paonia, CO	I don't believe that any new trails are needed. There are roads that can be used in these areas already. The elk and deer are already stressed enough. The forest service is closing roads and trails already. It doesn't make sense to build more trails for a specific group	I do not agree with any of this as a land owner. I am concerned about the effect this will hove on the water and environment of these areas. How much will it impact the irrigation ditches and collection facilities. This does not need to happen	none	Why wasn't this more conspicuous to the police. There are a lot of people who know nothing about this proposal	These areas are elk and deer calving areas and need to be left alone. The drilling and road building in the Minnesota area is already stressful enough.
Crawford, CO	I appreciate the thoughtful and inclusive manner with which this planning process has been conducted. I am concerned, however, that equestrian access and trails have not been included, especially in the Smith Mountain and Escalante Triangle areas. Did I miss something? Did the equestrian groups fail to provide feedback? Is it possible to participate after this point? Thank you	Priorities seem reasonable and appropriate	Crawford area trails, specifically C Hill and around the Crawford Reservoir for Hiking, McDonald Mesa, Sidewinder, Smith Mountain, Lone Cabin and Escalante Triangle are for horseback riding and hiking	Equestrian access and trails	I would be willing to help organize input from equestrians, if that's possible.
Crawford, CO	I like it	Seems like it favors where the population is	Around Crawford	Why no trails from the Town of Crawford to Crawford State Park?	
Hotchkiss, CO	I generally approve of the overall draft future maps and narrative. I think that non-motorized trail options should be emphasized as the options available to these groups is less than those for motorized. I think the areas of interest identified should be responsibly developed, but that trails connecting communities should also be planned or improved such as trails between Hotchkiss and Crawford, Paonia and Crawford, and Paonia and Crested Butte. The Smith Mtn, Jumbo Mtn, Dobes south of Hotchkiss, and C-hill areas should be given highest priority given their potential for benefiting the communities to which they are immediately adjacent.	As mentioned above, high priority should be given to non-motorized groups given the limited opportunities for these groups in Delta County and the improved health benefits from these modes of transport	As a mountain bikers, hiker, backcountry skier, naturalist, and hunter, non-motorized trails are the most useful improvements for my use modes. In order of my usage priority I would like to see improvements to the following areas of interest: Jumbo Mtn, South of Hotchkiss, C Hill, Smith Mountain, Elephant hill, and all others in not particular order.	As mentioned above, long distance single track connectors between communities would be a great addition to the local loop systems being planned or already in existence.	Delta County is at a critical time in which they can provide expanded outdoor and health enhancing opportunities to its citizens for years to come while preserving natural resources and sustainably growing the economy. Delta County leaders should take ever opportunity to develop these plans for the benefits of themselves and their citizens.
Hotchkiss, CO	There are already enough trails for the mountain bikers. I am extremely worried about pressure on wildlife though all of their wintering habitats. And this trail system travels through some of the best we have.	I feel the Jumbo Mountain Trail system has enough Trails already. I am concerned that the trails will continue to grow with the new short cuts and up new ridges, and they will continue to grow.	Just the main loop trails on Jumbo. Shut down formation of new and illegally made trails.	Seasonal closures for wildlife on Jumbo. Just like McClusky game refuge	There are existing roads throughout the valley that the bikers can ride on. I don't fell that additional trails need to be made between these. This simply puts negative pressure on all wildlife, cows, and generally keeping our surrounding hills wild.
Paonia, CO	Thorough job on the documents	Should place more priority on historical uses such as ranching and grazing allotments	We would only use existing routes and stock driveways		Wildlife and cattle can coexist, and hunters. Biking trails do not mix with cattle and wildlife. Each year we lose more habitat from pressure. New trails are fine in areas without wildlife and livestock, but in other areas, no new trails should be build and existing routes should be used. Jumbo, Elephant Hill and Lone Cabin, and McDonald Mesa do not need new trails. Existing trails are sufficient. My worst horse wreck ever was due to bikes illegally riding down Minnesota Pass and spooking my stirring of horses. Bikes also spook and scatter the cattle when they are being moved. Bikers don't want cattle on public land and have gone to the BLM and tried to get cattle off of the Jumbo area.

Paonia, CO		Priorities should be placed on historic uses including grazing, mining, irrigation water storage, oil and gas development. Recreation is a historic use, but needs to be limited to what exists now.	Would use existing trails and stock driveways	We oppose any further trail development in the Jumbo area, McDonald Mesa, and Elephant Hill area as well as public lands surrounding area. Significant increase in traffic will affect wildlife, erosion on trails and hillsides, management of grazing allotments.	
Paonia, CO	The maps are good, and some new trails are nice for the community. But no trails should be made in areas with hunting.	As a 3rd generation miner, I think more priority should be given to mining, grazing, and hunting.	There are many existing trails that could be better maintained. There is a lot of deadfall, although the forest service has done a good job this last year clearing it out.	Areas where I hunt and like to ride horses are also good big game habitat. New trails should be limited to areas where there is no game. Public lands surrounding paonia are home to a lot of wildlife and should be left alone.	I like to ride my horse up Lone Cabin and McDonald Mesa. There are a lot of great trails, ATV routes and roads to ride on. I see elk and deer throughout most of the year. There are less than there used to be, but it is still pretty. I hope CPW can figure out how to boost the population with all the new pressure.
Paonia, CO	<p>I am an avid Mtn Biker. I am 100% against new trails that negatively impact wildlife habitat. In the 28 years that I've lived in the Paonia area I've seen ATV and bike trails drive deer and especially elk out of their natural calving and winter grounds.</p> <p>Elephant hill, Lone Cabin, Oak Ridge, McDonald Mesa and the lower west side of Gunnison Mtn are all prime calving, winter and early spring habitat for wildlife.</p> <p>Seasonal closures should also be in place on existing trails for the protection of wildlife. Eagle county has some great examples of seasonal trail usage.</p>				
Paonia, CO	Balanced perspective was presented in the narrative showing outreach to a variety of stakeholders.	Overall project priorities are solid, however I would like to see more priority placed on conservation of wildlife habitat.	There is an abundance of existing trails, roads, and atv routes, and no additional trails are needed. Some improved access to trailheads would be useful, for example the trail up lamborn on Bell Creek is nice by requires high clearance 4WD	I think on thing missing is the acknowledgement of the impact of unrestrained and illegal mountain bike trail building on Jumbo and the impact that it has on wildlife habitat. The mountain biking community has shown that rules are not followed and where there is 1 trail, they will illegally build 50 more. Some trails trespass on private land. Seasonal closures should be implemented. Existing illegal trails are pressuring not only winter habitat, but also calving habitat where elk remain into mid July after the calves are born in early June	<p>Given the example set on Jumbo with illegal trail building, it is hard for the community here to understand that it would be different in any other proposed area where traditional hunting and grazing grounds are severely impacted. Trail development in the Lone Cabin area and expansion of Jumbo trails as well as McDonald mesa trails is not necessary given the large amount of existing routes that can be utilized. These areas are important wildlife habitat through much of the year, beyond winter. Trail development in areas such as near Hotchkiss High School and near Gunnison Gorge is encouraged for more community activity where there is no hunting and grazing impact.</p> <p>Recently another illegal trail builder was caught on camera with excavation tools building a new trail over a mile long. The trail density in the Jumbo area is far beyond what would be recommended by CPW and beyond what would pass the NEPA process.</p> <p>If I found a coal deposit on Jumbo, could I bring my tools and begin mining and excavation? No, I could not. Why then can illegal trail builders do something similar with no enforcement?</p>
Paonia, CO	The narrative lacks depth. With respect to road bike routes, it seems to simply place on maps routes used by road cyclists, without bringing forward ideas for improvements, making those routes safer with bike lanes, shoulders, etc. Maps overall were confusing and hard to follow.	<p>A missing priority should be creating a safe route to Volunteer Park from the Town of Paonia for kids, especially to ride their bikes to the soccer fields, etc.</p> <p>Overall priorities seem adequate</p>	<p>Legitimize the Jumbo Mtn routes. Put a management plan in place with BLM for those routes. Recognize that these routes are multiple use, and not just for mountain bikes.</p> <p>A safe route from Paonia to Volunteer park for cyclists, especially kids.</p>	non-motorized winter trails, i.e. cross country skiing in the North Fork. There are opportunities to support Nordic ski areas/trails in the Steven's Gulch area near Paonia; and idea would be to have the county keep the road open to Windy Point to facilitate skiing on the road and in the area.	Would like to see more depth from the county's thinking about trail improvements for safety, signage and facilitating multiple use.

Location	Please provide your overall thoughts on the Draft Future Maps and Narrative	What is your opinion of the organization of project priorities?	Which of the proposed trail improvements would you use the most? Think about trail types and specific trails.	What have we missed?
Crawford, CO	Who is going to pay for trails and upkeep? Maintenance needs to be a priority and where the money comes from. It shouldn't be the county, so the plan needs to account for who will pay. Wildlife need to be considered and the effects that added use will have on them and their habitats. We need to maintain multiple use and consider economic impact.	I think the first priority should be who will pay to build and be responsible for maintenance before considering anything else. Next, you need to look at current economic drivers and be sure that nothing in this plan hurts them. Agriculture and livestock are major drivers in Delta County. I can get you figures. Recreation cannot be allowed to push out livestock and current uses.	BLM trails - C Hill, etc.	I don't see any verbiage about livestock use on all public trails or roads. It needs to be in that livestock will be using all trails where they currently graze and use. This should be on the plan and all of the maps.
Crawford, CO	I like the direction of keeping trails open and creating more for ATVs, off road vehicles, and snowmobiles. I don't mind bike trails and would like more but need to find a way for bike trails to be paid for other than using off road vehicle registration. They should only use registrations for their own trails/OHV trails.	Nothing should be set in stone. Need to communicate with communities in each area to see what projects need to happen first	The improvements in Crawford because they are the ones I use.	Where funds will come from for bike trails. Process for approving new trails for public.
Paonia, CO	I believe there should be paths around town and between Hotchkiss and Paonia. But, I am against putting trails in outlying areas - especially BLM and Forest Service Areas unless they are open to motorized vehicles. Also, I don't feel Jumbo, Elephant Hill and McDonald Mesa should have more trails. These 3 areas are public lands and should remain open to all public usage including ATVs, Hunting, Grazing by ranchers, and any and all types of travel. It should never been or be locked for only a sect few to use.	Don't care	I would only use a bicycle trail near the river between Hotchkiss and Paonia	Respecting the people that are native to the area that don't feel like you do about your trail system. We don't appreciate you pushing us out of our land that we grew up enjoying.
Hotchkiss, CO	Very Comprehensive	<ul style="list-style-type: none"> • Connecting trails in Hotchkiss - tier 1= good • Boat Ramp and Story Walk at the fairgrounds will be happening this year with TNC GOCO Inspire Grant. This is a done deal. • Connecting Confluence to Sweitzer should be Tier 1, as it is. This was high on our student survey list. Safe biking routes are a huge need for Delta • Tier 1: Cedaredge trails connecting 2 sides of Cedaredge will be happening in 2018 with TNC GOCO Inspire Grant. This is a done deal also! • Tier 2: #2, 6, 7, and 8 are all going to be funded by TNC GOCO Inspire Grant. These will happen 	The short connecting multi-use trail connecting Hotchkiss proper to the HHS, Nature Connection and NF Rec area is hugely high on our list, both personally and for the youth of Delta County and Olathe that will be using The Nature Connection Facilities with bikes as Tier #1. I requested piece of gear for kids - we will be providing a fleet of 200 bikes at TNC for use by youth groups. We are also developing MTN bike trails by TNC this summer and next, but would love to see the ability to connect to other areas.	

Paonia, CO	Looks great. Love the possibility of single track hike and mtn bike trails south of Hotchkiss High School, Smith MTN area. What about some ski trails up Stevens Gulch Road?	Looks like the parts I like are not in Tier 1, 2 or 3 (single track trails and ski trails). Is that due to limited budget?	Mountain biking, hiking and skiing single track trails.	Up Stevens Gulch, Just past NFS boundary would be a great location for some hilly single track trails and maybe some groomed and ungroomed ski trails near Terror Creek. Would require plowing road 3 miles farther then they currently do. The land just before that just sold to a new owner who is closing the tower hill area to skiers and hikers so NFS winter ski access is suddenly more of an issue.
Paonia, CO	Seems good, I am not an ATV person, but this seems under represented	I agree - safety is a main issue with most the "regional routes"	We use bike, running, hiking trails. Anything within a 30 minute proximity to Paonia	?

Location	Please provide your overall thoughts on the Draft Future Maps and Narrative	What is your opinion of the organization of project priorities?	Which of the proposed trail improvements would you use the most? Think about trail types and specific trails.	What have we missed?
Cedaredge, CO	Very detailed. Lot of ideas here. Very nice that so many recreational and transportation ideas are being considered.	<p>Mostly good - for environmental and transportation goals. Trails to get around in towns and from town to town (improving existing roads) seems the most important.</p> <p>For economic benefits - recreational trails. But, I do strongly think levels of use need to be considered individually/separately. ZONE 1: horses and hikers ZONE 2: all bikes ZONE 3: all OHV's</p> <p>Coming from the Front range I know that as use increases these designations are really important to keep everyone happy and satisfied.</p>	Proposed bike routes on existing roads. Trails throughout Delta to get around without car. Sidewalks north to south thorough Cedaredge. Bike lane up to top of Cedar mesa in Cedaredge.	I think when designating areas to be developed it is important to designate areas specifically as natural areas to be kept as such for habitat and flora/fauna preservation and natural areas for kids and people to just "be" in.
Delta, CO	<ul style="list-style-type: none">●Photo background does nothing to help me orient. I think a good quality shaded relief would be better.●Jumbo trails exist●Sidewinder trail not on map. Proposed trails in sidewinder.	Area - allowed use?		
Eckert, CO	I am not in favor of trail development by the county for bicycles, 4-wheelers, etc. This is not the tax payer obligation. Those that want trails should be the ones that pay for them. If trails are allowed by all, concerned the number one requirement must be that they are maintained. This means gravel, culverts, water cut-outs, erosion must be controlled!!!	We old time permitted user, ranchers, loggers, wildlife guides, mining, gas and oil, etc. Need to be assured that we can carry on our business and necessary management, maintenance requirement that we are permitted to do and pay for that right.	Trails must be multiple use trails. Horses, cattle, sheep, bicycles, hikers, etc.	What will be the impact on wildlife in any of the bigger BLM and forest Areas? Wildlife needs their space and peace and quite.
	Lack of motorized trails and what trails that are in place will still be there.	Not an overall use of all recreational users.	Use of 50" trails to support older users	Not a very good job of getting info out to people of different users.
Austin, CO	I find them confusing as they do not show the existing trails. The narrative speaks to wide recreation to many users (7) however the maps show only proposed trails for bikes and peds. If tax payer money is to be used for the plan then the plan must cover a wide user group!	Not everything has priorities. This is very early in the process.	I am 72 years old and only use motorized.	Missed better display of all present and proposed trail routes. The maps as drawn do not allow us to visualize the density of the trail network.

Cedaredge, CO	Would like to see better mix representing more than mtn bike and road biking trails. Local trails close to towns can provide good pedestrian access. Ties to public lands must be more than mountain bikes.	True economic development and quality of life opportunities must include all users.	County road access to BLM and Forest Service Lands.	Granby Trail, Northwest of Cedaredge, from Brimstone Corner Road to George Creek/Intake road on N.F. Road was public road, by public road petition, approved and accepted by county commissioner, and has never been vacated. Route has been illegally closed. Route is on USGS quads, FS and BLM visitor and road maps. County GIS has GPS map from survey I did (Map grade)
Hotchkiss, CO	I think the maps need to show existing routes so that viewers can have a better understanding of where proposed routes are and how they inter-relate	I think they are in line with DAMBs/COPMOBAs priorities. I need to look at closer.	Single-track - non-motorized: Smith Mtn, Escalate triangle, Hotchkiss HS Area. Also Multi-modal path from Hotchkiss to HS.	DAMB/NFTAG/COPMOBA have regional trail ideas that need to be included. Ex. Crawford to Hotchkiss and Paonia to Crawford.

Appendix C: ADDITIONAL BACKGROUND AND CONTEXT

Plan Relationship to Other Community Documents

Plan Conformity

As supported by specific references presented herein, implementation of this Plan will further the principles and objectives of the Delta County Comprehensive Plan (and any subsequent updates) with respect to trails, recreation and transportation corridors within the County. In addition, development in the Plan Area will comply with all regulations, including the municipal code and other rules, regulations, and policies promulgated pursuant thereto. Any planning documents that might impact development in the Plan Area including, but not limited to, roadway improvements; stormwater improvements, parks, trails, recreation and open space plans and improvements; and, any applicable design standards that are in effect and which may be amended from time to time will be followed.

Consistency with the Comprehensive Plan

A general plan for the development of the County, the Delta County Comprehensive Plan, is in the process of being developed. A 1996 version of the plan exists and until the adoption of the upcoming plan, policy recommendations and regulations are taken from the 1996 plan version with an acknowledgement of current and future trends. With the cooperation of the County, private enterprise and other governmental agencies this plan engages in undertakings and activities in order to improve the recreation, transportation and trails systems of Delta County while also implementing the goals of the Comprehensive Plan. Key elements of the Delta County Comprehensive Management Plan which this Plan will advance are described in detail in the following section.

Correlation with Other Community, Resource and Land Management Plans

Implementation of this Plan will be consistent with objectives expressed in all County-adopted and adopted plans that speak specifically to improvements and regulations regarding recreation, trails and transportation in the Project Area this includes but is not limited to BLM resource management plans, Forest Service Plans, Corridor Management Plans, Special Status and Endangered Species, Wildlife Management areas, and County Master Plan document. The key elements of these plans which this Plan will advance are described in detail in the following section.

Management Plans

There are two CDOT transportation plans which effect the planning of recreation, trails and transportation in Delta County:

- 2040 Regional Transportation Plan, Gunnison Valley Transportation Planning Region (February 2015)
- Statewide Bicycle and Pedestrian Plan

- Phase II of Statewide Bicycle and Pedestrian Plan - CDOT is now in the second phase of the statewide bicycle and pedestrian planning process. The primary objectives of Phase II are to:
 - Review and evaluate criteria and performance measures in the current Plan
 - Provide input on the Transportation Alternatives Program (TAP) funding guidelines and application process to assure compatibility with the Statewide Bicycle and Pedestrian Plan
 - Develop system-level performance measures related to the Plan goals for statewide tracking purposes
 - Effectively integrate bicycle and pedestrian modes into the Statewide Transportation Plan

There are three BLM resource management plans that regarding lands within Delta County:

- Uncompahgre Field Office Resource Management Plan, projected completion spring 2019
 - The BLM Uncompahgre Resource Management Plan is currently being produced. The Approved RMP/Record of Decision is currently projected to be issued in spring 2019.
- Gunnison Gorge National Conservation Area Approved Resource Management Plan and Record of Decision (November 2004)
- Record of Decision and Approved Resource Management Plan Dominguez-Escalante National Conservation Area, January 2017

The Grand Mesa Uncompahgre and Gunnison National Forests are managed under the 1991 Amended Land and Resource Management for the Grand Mesa, Uncompahgre, and Gunnison National Forests. This plan is based on a ratified 1987 plan; the main difference between the two plans is the management of timber resources. Since the adoption of the 1991 plan a proposed forest plan has been written (2007) and at the time of this writing the Forest Service is in the process of creating a Forest Plan Revision and has completed Draft Assessment Reports which itemize and qualify forest resources. None of the previously listed documents has been adopted by the Forest Service.

For the purposed of this Master Plan, policy, management direction and priorities are taken from the 1991 Amended Land and Resource Management for the Grand Mesa, Uncompahgre, and Gunnison National Forests, information regarding the status and quality of forest resources are taken from the (2017) Draft Assessment Reports because they provide the most up to date inventory and status of forest resources.

- 1987 Current Forest Plan
- 1991 Amended Land and Resource Management for the Grand Mesa, Uncompahgre, and Gunnison National Forests
- Proposed Forest Plan for Grand Mesa, Uncompahgre, and Gunnison National Forests (Forest Service 2007)
- Forest Plan Revision, Draft Assessment Reports

Within Delta County there are three trails and byways with National and State designations each managed by a comprehensive administrative strategy or corridor management plan:

- Old Spanish National Historic Trail Final Comprehensive Administrative Strategy
- Grand Mesa Scenic and Historic Byway Corridor Management Plan
- West Elk Loop Scenic and Historic Byway Corridor Management Plan (2000)

The two state wildlife areas within Delta County are managed under one statewide comprehensive strategy:

- Colorado's Comprehensive Wildlife Conservation Strategy (CPW 2006)

Conservation plans exist to protect the Gunnison Sage Grouse within the county:

- Crawford Area Gunnison Sage-grouse Conservation Plan (March 2011)

Delta County is in the process of updating a county-wide master plan following direction of a 1996 planning effort:

- Delta County Master Plan (Delta County 1996); updated 2018.

Some cities and townships within Delta County have master plans for the whole municipality, specific projects or recreation:

- Town of Cedaredge Master Plan (Town of Cedaredge 2005)
 - Surface Creek Trail Extension – GOCO \$28,000 mini grant
- City of Delta Comprehensive Plan Update (City of Delta 2008)
- Draft, Parks, Recreation, Open Space, and Trails Master Plan, City of Delta, Colorado (November 2017)
- The Paonia River Park Project Master Plan (March 2009)
- Hotchkiss Master Plan
- The Nature Connection (DCSD and Delta County)
 - GOCO Inspire Grant and 2018-2020 budgeted programs and projects

CDOT Transportation Planning

2040 Regional Transportation Plan, Gunnison Valley Transportation Planning Region (February 2015)

Scope:

A 25 year regional transportation plan that covers Delta, Gunnison, Hinsdale, Montrose, Ouray and San Miguel Counties; providing guidance for regional decision making related to the statewide transportation system.

Relationship to Master Plan:

Supports, provides direction and guidance on implementing new intermodal access and mobility options with a particular emphasis on developing new bike and transit travel options within the region.

Regional Priority Corridors

The RTP lists two Regional Priority Corridors within Delta County; State Highway 92 from Delta to Hotchkiss and State Highway 65 from the junction with State Highway 92 to Interstate 70. “A Regional Priority Corridor is a corridor that has been selected by the stakeholders of the TPR as having high importance to the region’s transportation system or it is important because of a need for near-term improvements. While all corridors contribute to the system, some corridors connect to more cities, recreation, and tourist destinations; carry more traffic; support the industries that contribute to the economic vitality of the region; and provide multimodal options such as transit, bicycle, and pedestrian travel. Selection of Regional Priority Corridors highlights the region’s transportation needs and priorities and creates linkages to funding priorities among corridors (Page 18).”

SH 92: Delta to Hotchkiss

Corridor Characteristics

- Commuter route and critical access to medical care facilities
- Heavy vehicular and rail freight traffic
- Energy development and agricultural activity
- Tourism and recreation connections
- Regional bus service

Corridor Goals & Strategies

- Support commuter and passenger travel with increased transit access
- Increase travel reliability for economic development industries
- Increase safety for cyclists and pedestrians

SH 65: Junction with SH 92 to I-70

Corridor Characteristics

- Grand Mesa National Forest, Plateau Valley, and Surface Creek Valley
- Increasing energy and logging traffic
- Major tourist connection between I-70 and US 50
- Rail and pedestrian crossings
- Access to medical facilities
- Regional bus service

Corridor Goals & Strategies

- Increase travel reliability and mobility
- Support travel to tourist and recreational resources
- Improve safety at pedestrian and rail crossings
- Improve access control

Priority Regional Multimodal Needs (First 10 Years)

Bicycle and Pedestrian

- Wider highway shoulders and bike lanes
 - Bike lanes on State Highway 62
- Pedestrian Safety at key crossings
 - Crossings in Cedaredge
- Bridge Safety
 - Bridge widening in Hotchkiss

Implementation Actions

Implementation Action	Applicable RTP Vision and Goals
Utilize local advocates or groups such as bicyclists, walkers, seniors, and persons with disabilities, etc., to identify connectivity gaps and other needed biking and walking improvements within the TPR.	The transportation system will provide new intermodal access and mobility options with particular emphasis on developing new bike and transit travel options.
Meet with representatives of federal and state land management agencies on ways to improve signage and services for bike trails through federal and state lands.	The transportation system will continue to preserve and enhance the region's overall economic health, providing for energy development and freight movement reliability.
Coordinate with local transit operators, transit advocates, CDOT regional staff, and the private sector to discuss ways of advancing mutual goals and implementing the Gunnison Valley TPR's Regional Transit Plan.	The transportation system will provide new intermodal access and mobility options with particular emphasis on developing new bike and transit travel options.

Statewide Bicycle and Pedestrian Plan

Scope:

Bicycling and walking activity in Colorado benefits the state and its citizens in many ways, and the plan provides a foundation for CDOT and their regional and local planning partners to prioritize bicycle and pedestrian projects and programs for funding and implementation.

Vision

“The Colorado Department of Transportation intends to increase bicycling and walking activity levels, for both transportation and recreational purposes, through both infrastructure projects and promotional programs, to help achieve the broadly established and supported economic, public health, environmental, and quality of life benefits.”

Relationship to Master Plan:

Goals and Investment Decision Criteria

Enhance Safety

- Reduce crash rate or potential threat of crashes

Increase Bicycling and Walking Activity

- Improve (corridor) bicycling or walking conditions
- Expand permanent data collection infrastructure

Expand Recreational Opportunities and Enhance Quality of Life

- Enhance Scenic Byways
- Create access to public lands
- Provide multi-use pathways near populations
- Preserve and enhance downtown character

Improve Public Health

- Reduce disease/obesity in children, adults, and seniors

Improve Environment, Air Quality, and Fossil Fuel Independence

- Reduce carbon-based vehicle miles traveled through increased bicycling and walking

Provide Transportation Equity

- Provide mobility options to underserved populations
- Provide safe active transportation to schools and learning centers
- Provide pedestrian mobility for seniors and disabled populations

Maximize Transportation Investments

- Complete or connect network or system
- Reduce motor vehicle traffic congestion
- Enhance multimodal efficiency (expand utility of public transportation)

Improve State/Regional Economy

- Provide better access to jobs
- Bolster tourism
- Induce mode shift to bicycling, walking, and transit = more household disposable income

Statewide Bicycle and Pedestrian Plan, Part II

CDOT is now in the second phase of the statewide bicycle and pedestrian planning process. The primary objectives of Phase II are to:

- Review and evaluate criteria and performance measures in the current Plan
- Provide input on the Transportation Alternatives Program (TAP) funding guidelines and application process to assure compatibility with the Statewide Bicycle and Pedestrian Plan
- Develop system-level performance measures related to the Plan goals for statewide tracking purposes
- Effectively integrate bicycle and pedestrian modes into the Statewide Transportation Plan

BLM Management Plans

Uncompahgre Field Office Resource Management Plan, projected completion spring 2019

Scope:

In accordance with the National Environmental Policy Act, the BLM Uncompahgre Field Office in Colorado is revising the BLM Uncompahgre Resource Management Plan (RMP) for over 675,000 acres of BLM-administered surface lands and 971,220 acres of federal mineral estate.

The Uncompahgre Planning Area includes lands in Delta, Gunnison, Mesa, Montrose, Ouray, and San Miguel counties in southwestern Colorado. It does not include the Gunnison Gorge or Dominguez-Escalante national conservation areas, which are managed under separate RMPs. The Approved RMP will replace the Uncompahgre Basin RMP (1989) and applicable portions of the San Juan/San Miguel Planning Area RMP (1985).

Agency	Acres
Bureau of Land Management	675,800
Forest Service	1,248,390
National Park Service	27,130
State (including Colorado Parks and Wildlife)	20,110
Private	1,125,350
City	680
<i>Total</i>	<i>3,097,460</i>

Management Plans Alternatives:

Alternative A: No Action

Alternative A meets the requirement that a no-action alternative be considered. This alternative continues current management direction and prevailing conditions derived from existing planning documents. Goals and objectives for BLM-administered lands and mineral estate would not change. Appropriate and allowable uses and restrictions pertaining to activities such as mineral leasing and development, recreation, timber harvesting, construction of utility corridors, and livestock grazing would also remain the same. The BLM would not modify existing or establish additional criteria to guide the identification of site-specific use levels for implementation activities.

Alternative B

Alternative B emphasizes improving, rehabilitating, and restoring resources and sustaining the ecological integrity of habitats for all priority plant, wildlife, and fish species, while allowing appropriate development scenarios for allowable uses (such as mineral leasing, locatable mineral development, recreation, ROWs, and livestock grazing). It particularly targets the habitats needed for the conservation and recovery of federally listed, proposed, or candidate threatened and endangered plant and animal species. Goals and objectives focus on environmental and social outcomes achieved by sustaining relatively unmodified physical landscapes and natural and cultural resource values for current and future generations. This alternative would establish the greatest number of special designation areas such as ACECs and special recreation management areas, with specific measures designed to protect or enhance resource values. Appropriate and allowable uses and restrictions would be contingent on minimizing impacts on natural and cultural resources.

Alternative B.1

Alternative B.1 is a partial alternative specific to oil and gas leasing and development in the North Fork and Smith Fork drainages of the Gunnison River (referred to as North Fork), primarily in portions of Delta and Gunnison Counties (Figure 2-1). Alternative B.1 is a resource-based set of recommendations provided by a community group (Citizens for a Healthy Community 2013). This partial alternative is treated as a subset of Alternative B (Alternative B.1 is most closely related to Alternative B) and applies only to the North Fork Alternative Plan area, herein referred to as the “North Fork area.” The North Fork area has 63,390 acres of BLM-administered surface estate and 159,820 acres of federal mineral estate (underlying BLM surface and split-estate), 139,540 acres of which are federal fluid minerals. The North Fork Alternative Plan would close certain areas to oil and gas leasing and would also impose development setbacks with strict surface use restrictions, including no surface occupancy (NSO), controlled surface use (CSU), and timing limitations (TLs), in places where leasing may be allowed. Management actions and allowable uses under Alternative B that are not superseded by those in Alternative B.1 would also apply to the North Fork area.

Alternative C

Appropriate and allowable uses and restrictions would emphasize maximizing utilization of resources, while mitigating impacts on land health. Management direction would recognize and expand existing uses and accommodate new uses to the greatest extent possible. The appropriate development scenarios for allowable uses (such as mineral leasing, locatable mineral development, ROWs, renewable energy, and livestock grazing) would emphasize maximizing resource production in an environmentally responsible manner, while maintaining the basic protection needed to sustain resources.

Alternative D: Agency Preferred

Alternative D is the agency-preferred alternative, which emphasizes balancing resources and resource use among competing human interests, land uses, and the conservation of natural and cultural resource values, while sustaining and enhancing ecological integrity across the landscape, including plant, wildlife, and fish habitat. This alternative incorporates a balanced level of protection, restoration, enhancement, and use of resources and services to meet ongoing programs and land uses. Goals and objectives focus on environmental, economic, and social outcomes achieved by strategically addressing demands across the landscape. Section 2.5 (Considerations in Selecting a Preferred Alternative) outlines the selection process for the preferred alternative.

Timeline:

Date	Planning Effort
*February 25, 2010	Notice of Intent Published In Federal Register
*January 12-February 3, 2010	Public Scoping Meetings Held
*February 25-March 29, 2010	Public Scoping Period
*March 9-17, 2010	Economic Strategy Workshops Held
*July 2010	Scoping Summary Report Issued
*Summer 2010-Fall 2014	Alternatives Formulated and Draft Environmental Impact Statement (EIS) Prepared
*June 3-November 1, 2016	Draft Resource Management Plan (RMP)/Draft EIS Released For Public Review And Extended Comment Period
*November 2016-Late Summer 2017	Comments on the Draft RMP/Draft EIS Parsed and Evaluated And Substantive Comments Considered
Fall 2017-Fall 2018	Prepare and Approve Proposed RMP/Final EIS
Fall 2018	Release Proposed RMP/Final EIS for 30-Day Public Review and Protest Period
Winter 2018-Spring 2019	Resolve Protests
Spring 2019	Issue Approved RMP and Signed Record of Decision

*Indicates a Completed Step

Relationship to Master Plan:

For the purposes of this document only the preferred alternative (alternative D) will be discussed in terms of its policy and management implications for recreation and trails.

The following are sections indicated by the released table of contents and Draft Resource Management Plan Revision and EIS that pertain to trails and recreation¹:

- 3.2.4 Recreation and Visitor Services
- 3.2.5 Comprehensive Travel and Transportation Management

Executive Order 11644 and CFR (43 CFR Part 8340) both require the BLM to designate all BLM-administered lands nationally as open, closed, or limited for OHV use. Per BLM Colorado policy, all OHV use must now be restricted to designated routes within limited areas, rather than designating areas as limited to existing routes (Instruction Memorandum CO-IM-2007-20 [BLM 2007d]). The BLM will not be designating routes as part of this planning effort. However, this RMP will set criteria for future route designation.

Comprehensive Travel and Transportation Management is the proactive management of public access, natural resources, and regulatory needs to ensure that all aspects of road and trail system planning and management are considered. This includes resource management, road and trail design, maintenance, and recreational and non-recreational use of the roads and trails.

The Comprehensive Travel and Transportation Management framework replaces a travel management program focused primarily on motorized vehicle use. The introduction of Comprehensive Travel and Transportation Management significantly expands the planning scope to include all forms of travel, including foot, horseback and other livestock, bicycle, motorized vehicle (e.g., motorcycles, cars, and trucks), and travel by motorized and nonmotorized boats.

- 3.3.1 Areas of Critical Environmental Concern
 - Adobe Badlands Outstanding Natural Area/ACEC – 6,370 Acres.
 - Needle Rock Outstanding Natural Area/ACEC – 80 Acres.
- 3.3.2 Wilderness and Wilderness Study Areas –
 - Adobe Badlands (10,430 acres) – 1991 wilderness study report recommends 0 acres for preservation as wilderness.
 - Needle Rock (80 acres within the decision area) – 1991 wilderness study report recommends 0 acres for preservation as wilderness.
- 3.3.4 National Trails and Byways

National Historic Trails - The Comprehensive Management Plan will examine trail resources along the entire route of the Old Spanish National Historic Trail. At the local level, the BLM will

¹ https://eplanning.blm.gov/epl-front-office/projects/lup/62103/78794/90461/2016-0603_UFO_RMP_Table_of_Contents_Acronyms_Abbreviations.pdf

continue to work with the local branch of the Old Spanish Trail Association to manage trail use and provide educational opportunities.

Byways - Driving for pleasure is expected to increase through the planning area, particularly along the existing scenic byways. Development may occur along portions of the scenic and historic byways. The BLM continues to work with partnership groups to enhance and promote the scenic byways in the planning area.

- The Old Spanish National Historic Trail
- Grand Mesa Scenic and Historic byway
- West elk Loop
- 3.3.5 Watchable Wildlife Viewing Areas

There are no existing watchable wildlife viewing sites within the planning area. However, the potential to develop watchable wildlife viewing sites exists on BLM-administered land in Delta County near the Uncompahgre Riverway.

- 4.4.4 Recreation and Visitor Services
- 4.4.5 Comprehensive Travel and Transportation Management

Effects Common to All Alternatives

- In areas not managed as RMAs (Alternative A, 626,480 acres; Alternative B, 432,880 acres; Alternative C, 459,920 acres; and Alternative D, 479,220 acres) - recreation opportunities, activities, and experiences would not purposefully be protected - recreation experiences and outcomes could be diminished by mineral materials sales, development of non-energy leasable minerals, or other uses potentially incongruous with stated recreation objectives.
 - Consumptive uses could also pose visitor health and safety and resource protection risks and could increase conflict among the different types of recreational users and between other resource uses and recreation.
- Under all alternatives, land tenure adjustments, including acquisition and disposal of land, would benefit recreation if the adjustment considers recreational values.
 - Acquisitions can improve public access in areas with intermingled land ownership and can facilitate increased or improved access to recreation areas, such as river access points. Acquiring private or state inholdings would improve access and user enjoyment of BLM-administered lands, especially in SRMAs, which are managed for specific recreation experiences. The acquisition of access easements can also increase recreation use across the planning area.
- Equestrian and foot travel would be allowed on existing and/or designated routes and cross-country on decision area lands. This would provide for access into remote areas by equestrian users and those traveling by foot.
- Closures or mitigation measures implemented in response to Native American tribal uses or public health and safety management could result in site-specific short- or long-term reductions in recreation.

- Implementing management for the following resources would have negligible or no impact on recreation and are therefore not discussed in detail: climate change, wild horses, wildland fire ecology and management, and forest and woodland products.

Alternative D – Preferred Alternative

Restrictions on uses or types of uses would be implemented to reduce disturbance in areas with sensitive biological resources. These restrictions would limit some recreation, while providing improved opportunities for other activities, such as wildlife viewing and hiking. Alternative D would include more management measures to protect biological resources than the current management plan.

Management, Restrictions and/or Use Type	Land Location/Type/Use/Value	Effects
Ecological emphasis areas with specific measures to protect and enhance resource values	177,700 acres of land	<ul style="list-style-type: none"> • Site-specific impacts could result where such actions are undertaken, reducing the area available for certain types of recreation. However, the increased protection of resources would result in more enhancements to habitat, which would improve natural landscapes, as well as hunting and wildlife viewing opportunities. • Density of travel routes would be the most heavily impacted under this alternative because routes leading to any conflicts with resource protection would need to be mitigated or closed, resulting in fewer opportunities for trail-based recreation, while also reducing risk for user conflict.
No Surface Occupancy /Site-Specific Relocation Measures	Perennial Streams	<ul style="list-style-type: none"> • Prohibiting development that could interfere with recreation. More areas are restricted; therefore recreation is protected in more areas.
Seasonal disruptive and surface-disturbance restrictions for biological resource management	28% increase to 81,920 Acres of seasonal travel closures	<ul style="list-style-type: none"> • Benefit nonconsumptive wildlife opportunities in affected habitat areas. • Seasonal restrictions would temporarily preclude the development of recreational infrastructure. • Fewer opportunities to participate in year-round motorized and mechanized recreation.
Limitations on the location, timing and type of recreational	Mineral Resources	<ul style="list-style-type: none"> • Fewer opportunities to engage in this activity

mining		
Temporary or permanent restrictions associated with cultural resource areas	Cultural Resources	<ul style="list-style-type: none"> • Especially when collocated in recreation emphasis areas, could result in closing these areas to certain recreation activities. • If impacts are properly mitigated by interpretive signing and stabilization to protect these sites, then visitors would be able to enjoy them over the long term. • Identifying potential trails to link individual sites and developing an interpretive program could improve opportunities to experience cultural, archaeological, and historical resources over the long term.
Managing land as Visual Resource Management Classes I and II	458,980 Acres (2X the amount of current management plans)	<ul style="list-style-type: none"> • Recreation objectives would be protected by maintaining the scenic quality of the lands. • Restrict development of recreation facilities, such as campgrounds and trails, which could alter the opportunity to enhance recreation in these areas. • Designations would protect the naturalness of the physical setting, thereby enhancing opportunities to participate in recreation in less-developed settings.
Managing land as Visual Resource Management Classes III and IV	516,820 Acres (Designating all acres)	<ul style="list-style-type: none"> • Would not likely affect the type or amount of recreation use because management would generally be consistent with the construction of facilities to support recreation • Would allow more change and contrast to the natural landscape, at the expense of visitors who prefer recreating in less-developed settings. • Would designate all lands under a management classification. Currently these areas are undesignated.
Managing lands with wilderness characteristics	18,320 acres	<ul style="list-style-type: none"> • Would provide opportunities for solitude or primitive and unconfined recreation. • Allowing target shooting and motorized and mechanized travel on designated routes would increase the recreation opportunities in these areas at the expense of users who prefer quiet areas and those open only to foot and horse

		travel.
Areas available for and limitations on livestock grazing	Reduction in available grazing acres by 46,980 acres	<ul style="list-style-type: none"> • Impacts to recreation would occur over a smaller area than under the current plan. • Conflicts with unsocialized sheep guard dogs, and trampling and manure impacts at popular recreation sites would be reduced. • The intensity of the impact would vary with the visitor's expectation for recreating in areas where livestock grazing is present. • Developing livestock grazing facilities can impact the naturalness of the physical setting over the long term because features such as stock ponds and catchments contrast with the natural landscape. • Properly placed range improvements that protect and promote land health enhance the naturalness of an area by managing utilization in support of the natural surroundings. Range improvements could help to reduce conflicts with recreationists by prohibiting animals from wandering onto roads, trails, or developed recreation sites.
Land managed as open fluid mineral leasing and geophysical exploration	627,290 Acres (less than 1% less than the current management plan). Of the 196,580 acres managed as SRMAs and ERMA's, 4,000 acres are in areas with negligible potential, 84,110 acres are in areas of very low to low oil and gas potential, and 85,280 acres are in moderate potential areas.	<ul style="list-style-type: none"> • Having fewer acres available to fluid minerals leasing would result in fewer areas impacted. • Any additional oil and gas facilities, equipment, noise, dust, vehicles, night lighting, pipelines, and human activity would alter the recreation setting in certain areas during construction and operation. This would interfere with recreationists' goals and would influence their opportunities and activities. • Applying no surface occupancy stipulations on 187,560 acres would preserve the natural character of the landscape and would maintain existing recreation opportunities. • Impacts on recreation from applying controlled surface use stipulations on 265,140 acres could reduce recreation opportunities by permitting development that conflict with desired recreation. In

		Alternative D 154,960 additional acres would be impacted over current management plans
Coal Leasing	Energy Resources	<ul style="list-style-type: none"> • Coal production is expected to remain the same across all alternatives. The impact on recreation is expected to be the same as under the current management plan. • Managing lands as available for coal leasing, if developed, could result in short- and long-term impacts by displacing recreation opportunities or degrading scenic qualities in areas during construction and operation.
Mineral Development	Mineral Resources	<ul style="list-style-type: none"> • Minerals development and disposal would result in short- and long-term impacts during construction and operations by displacing recreation opportunities and degrading scenic qualities in the areas. • Development would occur over a smaller area than under the current management plan. • Because more areas are available for disposal, short- and long-term impacts on recreation would be greater than under the current management plan.
Closing certain areas to overnight use		<ul style="list-style-type: none"> • Would reduce the availability of camping and overnight use in the decision area over the long term and could push camping to sensitive areas less equipped for this activity. • There would be more long-term loss of recreation opportunities than under the current management plan by prohibiting recreational mining and target shooting within and near developed recreation sites, near residences, and in specific ACECs and SRMAs. • However, this could also result in the potential for maintaining naturalness in localized areas where these activities would no longer occur and could increase the quality of other recreation opportunities. • Designated target shooting areas and ranges would be allowed, which could increase recreational opportunities by

		providing managed, accessible, and designated areas for shooting.
Issuing special recreation permits as discretionary actions	Special Events and Permits	<ul style="list-style-type: none"> Continues to provide visitors with opportunities to experience and participate in competitive and noncompetitive events. Continues to enhance opportunities for visitors to patronize outfitting services.
Long-term changes to travel management area designations, including the elimination of areas managed as open, and the conversion of all areas to be managed as limited to designated routes.	Motorized and Mechanized recreation. Areas managed as limited would be increased by 6,150 acres (1 % above the current management plan), closed areas would increase by 2,410 acres (less than 1 % above the current management plan), and areas closed to mechanized use would increase by 13,200 acres.	<ul style="list-style-type: none"> Fewer cross-country and trail-based motorized and mechanized opportunities. The prohibition on cross-country motorized and mechanized use would directly affect popular areas like the North Delta OHV area. OHV users in the area would be limited to existing routes until future route designation is completed. Management of a large portion of the planning area (91 percent) as limited to designated routes would provide travel-based recreation opportunities. The reduction in OHV opportunities in some areas could increase motorized recreation levels in other areas.
Managing right-of-way Exclusion Areas	53,700 Acres (37% fewer than the current management plan, or 31,380 acres less)	<ul style="list-style-type: none"> Would protect recreation opportunities and the natural setting. The naturalness and remoteness could change over the short term and long term by the continued presence of communication sites (regardless of whether additional facilities were allowed at each site). These qualities also could be changed by areas identified as open to development of major utility corridors, or they could be impacted by developed recreation sites and trails during construction and operation. This all would depend on the location of the corridor or development. Social and operation setting characteristics could change in these areas.
Managing right-of-way Avoidance Areas	276,500 Acres (currently there are none designated)	<ul style="list-style-type: none"> Would limit development that could be incompatible with recreation in these areas. Managing the West-wide Energy Corridor plus 14 additional major utility corridors

		could also result in the loss of recreation opportunities if development were to occur.
Managing land as ACECs	51,320 Acres	<ul style="list-style-type: none"> • Would restrict surface-disturbing activities in those areas, and would help maintain the existing physical setting by preserving natural landscapes. • Similar to the current plan, but over a larger area.
Prohibit competitive events in Wilderness Study Areas	Wilderness Resources	<ul style="list-style-type: none"> • Negligible impacts because the demand is very low.
Determined suitable for inclusion in the National Wild and Scenic Rivers System	<p>Steam segments with identified recreation outstandingly remarkable value;</p> <p>Gunnison River Segment 2; San Miguel River Segments 1, 5, and 6; Tabeguache Creek Segment 2; Dolores River Segments 1b and 2; La Sal Creek Segment 1; and Spring Creek.</p>	<ul style="list-style-type: none"> • Recreational boating, including ensuring sufficient flows, would be protected or enhanced as a result of protecting the recreational outstandingly remarkable value. On the other hand, along segments where recreation is not an outstandingly remarkable value, recreation could be restricted if found to adversely impact the identified outstandingly remarkable values and adequate water quality to support those outstandingly remarkable values, free-flowing condition, or the tentative classification, particularly for those segments tentatively classified as wild or scenic. • Managing Beaver Creek and La Sal Creek Segment 2 with a recreational tentative classification would allow for development needed for recreation, so long as outstandingly remarkable values are protected.

SRMAs within Delta County: Jumbo Mountain

The Jumbo Mountain SRMA would target visitors who seek particular recreation opportunities. These are the ability to participate in day-use, stacked loop, nonmotorized trail activities in RMZ 1 and in motorized and mechanized trail riding activities in RMZ 2, with the realization of specific experience and beneficial outcomes identified within each SRMA zone objective. Proposed recreation setting characteristics are largely front-country under Alternative D. For example, proposed social recreation setting characteristics would be realized by managing to accommodate more contacts and larger groups, and physical recreation setting characteristics would be realized through NSO stipulations (RMZ 1), VRM Class III (RMZs 1 and 2), and ROW exclusion or avoidance (RMZs 1 and 2). Additionally, Alternative D would allow dispersed camping (RMZ 2), which would provide additional camping experiences. Competitive events would also be allowed in RMZ 2, which would provide opportunities for this type of experience but would alter the social recreation setting characteristic during events.

Restrictions associated with RMZs in this SRMA would facilitate attainment of desired front-country physical recreation setting characteristics. Restrictions include ROW avoidance, closure to mineral materials sales, and closure to coal and nonenergy solid minerals leasing. Under Alternative B, RMZ 1 would be closed to fluid mineral leasing and exploration while such activity in RMZ 2 would be subject to an NSO stipulation. The entire SRMA would be subject to an NSO stipulation.

ERMAs within Delta County: North Delta

The Delta ERMA would offer unique cross-country motorized and nonmotorized trail activities (e.g., OHV riding, mountain biking, and hiking). However, designating the ERMA as open to cross-country motorized and nonmotorized travel would further increase the likelihood of user conflicts and the potential for displacing certain activities. Alternative D would limit motorized and mechanized travel to designated routes, thus eliminating opportunities for cross-country travel. Management as VRM Class IV could result in development incompatible with the desired recreational activities. However, applying an NSO stipulation on 1,600 acres would protect recreation in that area.

Gunnison Gorge National Conservation Area Approved Resource Management Plan and Record of Decision (November 2004)

Scope:

The Gunnison Gorge National Conservation Area planning area totals about 196,000 acres in southwestern Colorado and is adjacent to the cities of Montrose and Olathe in Montrose County, and near the cities of Delta, Hotchkiss, and Crawford in Delta County. The planning area encompasses 95,781 acres of federal lands managed by the US Department of the Interior, Bureau of Land Management (BLM), 99,743 acres of private land, and 666 acres at Sweitzer Lake State Park. Within the planning area, the NCA encompasses 62,844 acres of BLM-managed lands and 2,225 acres of private lands. The interior 17,784 acres of the NCA, encompassing the Gunnison Gorge, is the Gunnison Gorge Wilderness. The Wilderness contains about 14 miles of the Gunnison River, and the NCA contains an additional eight miles of the Gunnison River downstream of the Wilderness boundary.

The RMP is needed for the following two reasons:

- To comply with the Black Canyon of the Gunnison National Park and Gunnison Gorge National Conservation Area Act of 1999 (Public Law [PL] 106-76, October 21, 1999) (Act) and the Black Canyon of the Gunnison Boundary Revision Act of 2003 (PL 108-78, November 2003) (2003 Act) (Appendix A). The Act created the Gunnison Gorge NCA and Wilderness “to protect the resources within the Conservation Area” and requires that the BLM “develop a comprehensive plan for the long-range protection and management of the Conservation Area” within four years of designation. The 2003 Act expanded the boundary of the NCA to incorporate additional public lands.
- To comply with national and state BLM National Landscape Conservation System (NLCS) policy, all NCAs are required to have a stand-alone RMP that consolidates all land use plans and implementation or activity plans relevant to the planning area (BLM Instruction Bulletin No. 2001-022, February 22, 2002).

Relationship to Master Plan:

The planning area has been divided into six management units based on a particular geographic area’s public land resources, uses, and values and relative to the goals and objectives of the RMP. The RMP recommends that current management be continued in the Gunnison Gorge Wilderness, which is Management Unit 1, until completion of a collaborative process that will more-thoroughly resolves issues of commercial and noncommercial recreation use, primarily boating, in the Wilderness. Although each management unit will be managed under the multiple-use concept, in some cases the most outstanding resources, resource uses, or values in a unit will be given significant consideration to protect those specific qualities. Thus, the decisions for management unit prescriptions may place constraints on some resources, uses, or values within a unit. In most cases, these other resources will be managed to the extent that such management will be compatible with the more significant resources, uses, or values in a unit. In addition, future proposals will be evaluated in the context of each management unit

prescription. Planning area public lands where no particular resource, use, or value is outstanding comprise Management Unit 6.

Management Unit	Acres of Public Land	Percentage of Planning Area	Within Delta County	Important Values, Resources, or Land Uses
1	17,784	19		Protect Wilderness (Gunnison Gorge Wilderness)
2	9,754	10	0	Enhance natural, scenic, and recreational values (Flat Top-Peach Valley OHV Recreation Area)
3	13,502	14		Protect and enhance riparian and recreation resources (Gunnison and North Fork Rivers Special Recreation Management Area [SRMA])
4	22,200	23		Protect Gunnison sage-grouse (<i>Centrocercus minimus</i>), elk (<i>Cervus elaphus</i>), and mule deer (<i>Odocoileus hemionus</i>) winter concentration (Gunnison Sage-Grouse Area of Critical Environmental Concern [ACEC]/Important Bird Area [IBA])
5	3,785	4		Protect native plants (Native Plant Community ACEC/Outstanding Natural Area [ONA])
6	28,755	30		Provide for multiple use under common management

Table 2-2.0 Decisions and Management Objectives Common to All Planning Area Public Lands

Resource/Resource Use	Land Use Planning Decision
General	Using available research and resource information BLM, will identify areas suitable for restoration, set priorities for restoration efforts, and pursue funding to complete restoration projects. BLM will collaboratively partner with private landowners and others to accomplish the goals and objectives of this plan.
General	The BLM will continue to coordinate where appropriate and as needed with the Park Service, CDOW, and other agencies.
General	Where applicable, projects will incorporate accessibility, energy efficiency/conservation, security, and seismic design. Projects will utilize, wherever possible, construction, landscaping, and transportation products and other items that are made with recovered materials and designated in the US Environmental Protection Agency's Comprehensive Procurement Guideline.
Recreation, General	Recreation will be managed for targeted recreational activities, experiences, and beneficial outcomes and corresponding recreation settings within each management unit, as well as the management actions necessary to deliver those recreation opportunities within their prescribed settings.
Recreation, General	Benefits-based management will guide management measures such that implementing actions will strive to improve conditions to individuals, groups, society, and/or the environment.
Recreation, General	Public lands in the planning area will be managed to deliver benefits by providing opportunities for visitors to engage in a variety of activities in a variety of physical, social, and managerial settings. A range of opportunities (i.e., activities, experiences, and beneficial outcomes) will be provided in their appropriate settings with the goal of optimizing net benefit attainment.
Recreation, General OHV Designations	<p>The OHV designations in the planning area will include 2,579 acres in the open category, where cross-country, off-route motorized and non-motorized, mechanical vehicular travel will be permitted; 51,727 acres of lands where motorized and non-motorized mechanized use will be limited to designated routes year round; 22,200 acres of public lands where motorized and non-motorized mechanized travel will generally be limited to designated routes from May 1 to November 14 annually, and for the remainder of the year, these lands will be closed to these uses; and 19,274 acres of public lands closed to motorized and mechanized use yearlong, including the Gunnison Gorge Wilderness.</p> <ul style="list-style-type: none"> Unless otherwise mentioned in management unit prescriptions, motorized and non-motorized, mechanical vehicular traffic will be limited to the designated routes and trails <p>BLM, with assistance and input from the public and other agencies, will manage levels of acceptable use in areas where cross-country, off-route motorized and non-motorized mechanical OHV use will be permitted, using indicators and parameters such as land health, noise, dust, user conflicts, and safety.</p>

	Competitive OHV events will not be authorized within the boundary of the NCA.
Recreation, General Mancos Shale Soils	<p>In the Mancos shale soils that comprise the western edge and southern portions of the planning area, signing or other means to direct traffic will be installed where needed to meet management goals.</p> <p>Throughout the Mancos shale area, motorized and non-motorized mechanical OHV use may be restricted or prohibited in certain areas as necessary to meet site-specific management objectives for improving users experiences, reducing conflicts, addressing safety concerns, conducting research and monitoring efforts, and/or providing resource protection in sensitive areas, as part of the adaptive management process.</p> <p>In the Mancos shale soils that comprise the western edge and southern portions of the planning area, opportunities for non-motorized users will be provided and will be managed in a manner to reduce user conflicts between motorized and non-motorized users.</p>
Recreation, General Target Shooting	<p>At BLM's discretion, target shooting on public lands may be authorized on public lands in the planning area only in those portions of Management Units 2, 4, and 6 located outside the NCA boundary. See the recreation-specific decisions for these management units below.</p> <p>Target shooting will not be authorized on public lands in the remainder of the planning area in order to provide a safe environment for all users in the planning area, and to protect resources, health, and property.</p> <p>Authorization would occur according to BLM and other applicable regulations. Special operating procedures and local BLM regulations will be established and posted. Patrols by law enforcement personnel will be conducted to help ensure compliance with this decision. All BLM and other federal, state, and local regulations and best management practices will be complied with. If monitoring results indicate resource or other problems are occurring, areas selected for this activity will be closed and rehabilitated.</p>
Visual Resources, General	Visual resource management (VRM) objectives will be established for public lands in the planning area. All activities proposed on public lands will be planned and implemented to meet VRM objectives.
Special Management Areas, Unit 4, Gunnison Sage Grouse Habitat	<p>Public lands in Management Unit 4 (22,200 acres) will be designated and managed as the Gunnison Sage-Grouse ACEC/IBA. Management and protection of the Gunnison sage grouse and its habitat will be emphasized in this management unit.</p> <p>This RMP adopts and incorporates the Gunnison Sage-Grouse Conservation Plan, Crawford Area, Colorado (Crawford Sage-Grouse Partnership 1998), as part of the management objectives and direction for Management Unit 4.</p>
Special Management Areas, Unit 5, Native Plant Community	Public lands in Management Unit 5 (3,785 acres) will be designated and managed as the Native Plant Community ACEC/ONA. Management and long-term preservation of the Winterfat Shrub Steppe, Juniper-Grass Savanna, and Pinyon-Juniper Woodland native communities will be emphasized in this management unit.

Education and Interpretation	<p>An aggressive interpretation/environmental education effort will be implemented to educate users about the natural values and the potential impacts on these values from inappropriate uses in the NCA. The two objectives of this program will be to protect NCA resources by educating users and to convey an appreciation of the specific environment within the NCA to users, as well as an understanding of broader environmental issues such as clean water, biodiversity, etc. Educational tools will be implemented to educate users about shared recreational use to reduce user conflicts. BLM will educate users about responsible OHV play and travel on designated routes and regulations regarding resource damage.</p> <p>Trail and road maps will be developed showing designated routes for motorized and mechanical vehicular travel.</p> <p>The BLM will implement Colorado Interagency Sign Standards to provide clear direction to educate people about legitimate motorized and mechanical vehicular travel locations. Gunnison Gorge NCA signs and informational materials will include appropriate NLCS identity logos and messaging.</p> <p>BLM will expand the public education program of “Leave No Trace,” “Tread Lightly,” and other recreation ethics and land stewardship. BLM will develop ways to educate the public about what sensitive species are and how to avoid them.</p>
------------------------------	--

Table 2-2.1a Management Unit 1 (Gunnison Gorge Wilderness) Recreation Management Zone Decisions

Northern portions of management Unit 1 (MU1-1: Inner Gorge Inner river canyon extending downstream of Chukar boat launch area up to the northern Wilderness boundary, MU1-2: Smith Fork Day Use Area and Ute Park (Cowboy Camp to BLM backcountry ranger site) and MU1-3: Outer Wilderness Canyon Area - outer canyon above inner Gorge on east and west sides) are within Delta County.

In Management Unit 1, the Gunnison Gorge Wilderness, management and protection of the wilderness, scenic, cultural, and recreational values will be emphasized. This unit contains 17,784 acres and is located in the approximate center of the NCA within the double canyon of the Gunnison Gorge. It includes 14 miles of the Gunnison River, extending from the northwestern boundary of the Black Canyon of the Gunnison National Park north to a point approximately one mile downstream from the confluence of Smith Fork Creek and the main stem of the Gunnison River. The unit's values include scenic, geological, paleontological, scientific, educational, and recreational resources. Recreational activities include day and multi-day Gold Medal trout walk-wade and float-boat fishing, whitewater rafting and kayaking, camping, hiking, picnicking, scenery and wildlife viewing. It also offers a wild and pristine backcountry experience. The Wilderness is managed according to the Wilderness Act of 1964, as amended.

MU1-1 Inner Gorge and Inner River Canyon extending downstream of Chukar boat launch area up to the northern Wilderness boundary (approximately 5,500 acres).

Does not include the Chukar Trail or boat launch, Smith Fork Day Use Area, or Ute Park.

Activities: Day and multi-day Gold Medal trout walk-wade and float-boat fishing, whitewater rafting and kayaking, camping, hiking, picnicking, scenery and wildlife viewing.

Resource/Resource Use	Land Use Planning Decision
Travel	Public lands in this zone will be closed to motorized and non-motorized, mechanized vehicular use.
Permits	BLM will continue to not require private boater or other recreation permits until a collaborative process for determining when, where, and to what extent permits are needed is developed and completed as part of the Wilderness Recreation Strategy. In the interim, BLM will require all private users to have a nonlimiting, educational permit that informs them of the likelihood and nature of future use allocations that will affect them.
Facilities and signs	Existing: <ul style="list-style-type: none"> • 17 primitive campsites. • Designated campsite markers that delineate 5 hiker, 10 boater, and • 2 overflow (hiker or boater) sites. • Inner canyon segments of Duncan and Bobcat primitive access trails. Pit toilet (Duncan) for hiker use only. New:

	<ul style="list-style-type: none"> Relocation of pit toilets when needed; removal and rehabilitation of old site. Possible relocation and/or addition of a few (2-3) designated campsites if determined necessary to meet desired conditions. Sites could be relocated or added to accommodate use from areas closed temporarily
Trail or Road Maintenance	Trail maintenance will be conducted as needed to protect resources. In addition to the continued use of chemicals and hand tools, chainsaws and other motorized equipment (minimum tool) will be used for removal of large stands of tamarisk in the area from Smith Fork Creek downstream to the Wilderness boundary. This maintenance will be accomplished within funding capabilities and will be implemented where appropriate.
Visual Resources	VRM Class I
Recreation Opportunity Spectrum	ROS Unit I (primitive)

MU1-2 Smith Fork Day Use Area and Ute Park (Cowboy Camp to BLM backcountry ranger site) (approximately 100 acres).

Activities: Day and multi-day Gold Medal trout walk-wade and float-boat fishing, camping, hiking, scenery, wildlife, and cultural resource viewing, nature study, photography.

Resource/Resource Use	Land Use Planning Decision
Travel	Public lands in this zone will be closed to motorized and non-motorized, mechanized use.
Permits	<p>BLM will continue to not require private permits until a collaborative process for determining when, where, and to what extent permits are needed is developed and completed as part of the Wilderness Recreation Strategy and implement accordingly.</p> <p>In the interim, BLM will require all private users to have a nonlimiting, educational permit that informs them of the likelihood and nature of future use allocations that will affect them.</p>
Facilities and Signs	<p>Existing:</p> <ul style="list-style-type: none"> Smith Fork Day Use Area – primitive trail up to potholes. <u>Ute Park</u> – 6 primitive campsites (with designated campsite markers that delineate hiker and boater sites) and following facilities: <ul style="list-style-type: none"> BLM seasonal ranger station (tepee and sign) set up from May –October. 1 primitive toilet. Inner canyon portion of Ute Trail. Cultural resource protection signs. <p>New:</p> <ul style="list-style-type: none"> BLM will relocate and/or add a few designated campsites if determined necessary to meet desired conditions. Sites could be relocated or added to accommodate use from

	areas closed temporarily or permanently for restoration and/or weed control measures or to accommodate increased camping use during periods of high use (stone fly hatch, holiday weekends).
Trail or Road Construction/Maintenance	Trail maintenance will be conducted as needed to protect resources. In addition to the continued use of chemicals and hand tools, chainsaws and other motorized equipment (minimum tool) will be used for removal of large stands of tamarisk in the area from Smith Fork Creek downstream to the Wilderness boundary. This maintenance will be accomplished within funding capabilities and will be implemented where appropriate.
Visual Resources	VRM Class I
Recreation Opportunity Spectrum	ROS Unit I (primitive)

MU1-3 Outer Wilderness Canyon Area - outer canyon above inner Gorge on east and west sides (approximately 11,000 acres)

Includes upper portions of Bobcat, Duncan, and Ute Trail and the Howell Village Trail on east side; Smith Fork Way on west side.

Activities: Hiking, backpacking, horseback riding, and nature study.

Resource/Resource Use	Land Use Planning Decision
Travel	Public lands in this zone will be closed to motorized and non-motorized, mechanized vehicular use.
Permits	BLM will issue organized group permits on a case-by-case basis for private groups over 12. BLM will develop criteria and special regulations for organized private group permits in the Wilderness Recreation Strategy. BLM will continue to not require individual private permits until a collaborative process for determining when, where, and to what extent permits are needed is developed and completed as part of the Wilderness Recreation Strategy and implement accordingly.
Facilities and Signs	<p>Existing Trails:</p> <ul style="list-style-type: none"> Outer canyon segments of 2 primitive (Bobcat and Duncan) and one developed (<u>Ute Trail</u>) access trails on west side (Bobcat, Duncan, and <u>Ute Trails</u>) and Howell Village to T-Dyke Trail (primitive) <u>Smith Fork Way Trail on west side (primitive road)</u> <u>Historic Sidewinder (or Stemwider) Trail – primitive trail located in Buttermilk/Red Canyon area on east side.</u> <p>New:</p> <ul style="list-style-type: none"> Primitive trail and directional signs will be added where needed to keep users on route and away from sensitive areas.
Trail or Road Construction/Maintenance	<ul style="list-style-type: none"> BLM will convert primitive road sections of Smith Fork Way to hiking/horseback trail. BLM will construct primitive trail segments where needed to better define Sidewinder Trail and keep users on route.

	<ul style="list-style-type: none"> BLM will construct primitive trail segments where needed to connect East Side overlook(s) to Smith Fork Way Trail to reduce user-created routes on Wilderness rim. <p>Trail maintenance will be conducted as needed to protect resources. In addition to the continued use of chemicals and hand tools, chainsaws and other motorized equipment (minimum tool), will be used for removal of large stands of tamarisk in side canyon drainages if needed. This maintenance will be accomplished within funding capabilities and will be implemented where appropriate.</p>
Visual Resources	VRM Class I
Recreation Opportunity Spectrum	ROS Unit II (semi-primitive nonmotorized)

Table 2-2.2a Management Unit 2 (Flat Top-Peach Valley OHV Recreation Area) Recreation Management Zone Decisions

Not within Delta County

Table 2-2.3a Management Unit 3 (Gunnison and North Fork Rivers SRMA) Recreation Management Zone Decisions

Management unit three is entirely within Delta County.

Management Unit 3 emphasizes the management and protection of native riparian values, balanced with recreation site development to maintain these riparian values. The unit is 13,502 acres of public surface lands. This unit is comprised of the river and riparian portions of the Gunnison and the North Fork of the Gunnison Rivers outside the Wilderness, as well as the surrounding uplands north and south of these rivers, including the former Tri-State lands recently added to the NCA. Specifically, this management unit is: 1) the river corridors of the North Fork of the Gunnison River from its confluence with the Gunnison River to the east boundary of the NCA; 2) the river corridor of the Gunnison River from its confluence with the North Fork south to the northern edge of the Wilderness; 3) the river corridor of the Gunnison River downstream from the confluence to the Austin bridge at the northwestern edge of the NCA; and 4) the uplands surrounding these river corridors. The unit includes lands within the northernmost part of the NCA and is adjacent to the Gunnison Gorge Wilderness.

Values in the management unit values include riparian vegetation that contains remnants of the globally imperiled, Fremont cottonwood (*Populus fremontii*) riparian forest with coyote willow (*Salix exigua*) and skunkbrush (*Rhus aromatica*) understory. Other values include water quality, water diversions and structures, private and commercial recreational boating, mountain biking, OHV use, universally-accessible recreation sites, environmental education opportunities, recreation site development potential, and the Gunnison Forks Wildlife Management Area that is cooperatively managed by CDOW and BLM. In addition, the management unit supports a rapidly developing stocked, catch-and-release sport fishery with the potential to be greatly improved with habitat management.

Concerns within this unit include the current lack of official management direction for the uplands and riparian zone within the former Tri-State lands located on both sides of the Gunnison River, which were

recently added to the NCA. The subdivision of private land near and to the northwest of the management unit is an additional concern. Disease transmission from domestic sheep to Rocky Mountain or other bighorn sheep is a concern in the unit. In addition, existing water diversions structures are damaging riparian values, weeds are invading riparian vegetation, and riparian zone livestock grazing is damaging riparian values and could cause conflicts with recreational use of the rivers. Motorized, non-motorized, and mechanical vehicular access to both sides of the Gunnison River corridor in the vicinity of the Gunnison Forks Wildlife Management Area is a concern because of the potential riparian values damage. Also, recreational use of both rivers is expected to increase, and human sanitation is a potential concern.

Decisions Applicable to the entire management unit in regards to recreation include:

- Wilderness user fees will continue to be used to help fund tamarisk-control and other resource-protection projects in the Gunnison River corridor
- The informal overlook on the hill above the Gunnison Forks will be designed and constructed for visitor enjoyment, and informational signing will be installed.
- A visitor entrance site will be designed and constructed on the Smith Mountain Road near its intersection with Tri-State Road, just east of the western boundary of the NCA. Changes to the existing landscape will be implemented as necessary to improve aesthetics at the site. Parking, informational signs, and sanitation facilities will be provided. Safe egress and ingress and ease of access will be factors to consider when locating and designing the station.
- A visitor overlook will be designed and constructed at the point on Smith Mountain in the extreme northwestern part of the NCA. Parking and signing will be installed for visitor interpretation, enjoyment, and safety.
- A visitor overlook will be designed and constructed at the intersection of the Smith Mountain access road and the Black Ridge Trail adjacent to the Gunnison Gorge Wilderness. Parking, informational signs, and sanitation facilities will be provided. Safe egress and ingress and ease of access will be factors to consider when locating and designing the overlook. Access to the Gunnison River on the west side across from Gunnison Forks will be blocked and a parking lot constructed. Walk-in day and overnight camping use will be emphasized, and camping will be limited to designated sites.
- Public lands on both sides of the Gunnison River upstream and south of the North Fork will be closed to motorized and mechanical vehicular use and travel within the river corridor.
- Motorized and mechanical vehicular travel and use on public lands in the remainder of this unit will be limited to the designated routes.

MU3-1: Main Gunnison River Corridor – river corridor and uplands located within outer canyon rim from northern Gunnison Gorge Wilderness boundary to North Fork confluence (approximately 1,500 acres).

Activities: Gold Medal trout fishing, flat-water boating, and wildlife viewing.

Resource/Resource Use	Land Use Planning Decision
Travel	This zone will be closed to all motorized and nonmotorized, mechanized uses, except for CDOW and existing jet boat permittee.
Permits	Individual private permits will not be required.
Facilities and Signs	Existing: <ul style="list-style-type: none"> • North Fork to Smith Fork Trail (east side) • Unimproved Gunnison River access road/trail (west side) • 2–3 primitive campsites New: <ul style="list-style-type: none"> • Designated campsite markers • 2-3 additional primitive campsites
Trail or Road Construction/Maintenance	BLM will convert vehicle access routes to foot trails. <ul style="list-style-type: none"> • Trail maintenance will be conducted as needed to protect resources. • BLM will continue mechanized and chemical tamarisk and other weed control. • This maintenance will be accomplished within funding capabilities and will be implemented where appropriate.
Visual Resources	VRM Class II
Recreation Opportunity Spectrum	ROS Unit III (semi-primitive motorized), except in the two-mile portion (of the greater 16-mile segment) of the Gunnison River segment preliminarily suitable for inclusion into the NWSRS, which will be ROS Unit II (semi-primitive non-motorized).

MU3-2: Lower Gunnison River Corridor - main river corridor upstream of Gunnison Forks Day Use Area downstream to west NCA boundary Austin (approximately 1,500 acres, about 80 percent of which are in NCA).

Activities: Day and multi-day walk wade and float-boat fishing, flat-water boating, camping, picnicking.

Resource/Resource Use	Land Use Planning Decision
Travel	Motorized and non-motorized, mechanical vehicular travel will be permitted on the designated routes. Designated routes will be further fine tuned and refined in a collaborative process with the assistance and input of a BLM/citizen work group.
Permits	Individual private permits will not be required.
Facilities and Signs	Existing: <ul style="list-style-type: none"> • Gunnison Forks Day Use Area (toilets, picnic tables, signs, and unimproved boat launch area). New: <ul style="list-style-type: none"> • Facilities will be located in heavily impacted areas (tamarisk,

	<p>Russian knapweed, and placer mined areas) away from native riparian areas.</p> <ul style="list-style-type: none"> • Site design will include removal of tamarisk and reseeding and planting of native species. • 1 river access/boat ramp site for non-motorized craft located in heavily impacted area on south side of river approximately halfway between Gunnison Forks and Austin. Site will include vault toilet and 4-6 vehicle campsites. • 1 river access/boat ramp site at site to be determined near Austin. • Depending on location and size, site could include toilet (vault or portable) and campsites, or be managed as a day use area. • 3-5 designated, dispersed boater campsites along river corridor. • NCA information and interpretive kiosks at Gunnison Forks. • Modifications to Gunnison Forks boat ramp area as needed to increase protection of riparian area and improve public safety and river access for non-motorized activities. • Fences, rock barricades, etc., where needed to: protect private lands; delineate campsites and parking areas, protect resources, and allow success of restoration measures. • Boundary, informational, regulatory, and directional signs. • Designated campsite markers.
Trail or Road Construction/Maintenance	BLM will conduct where needed to provide access to designated river access sites. BLM will provide regular maintenance of primary access roads. Trail maintenance will be conducted as needed to protect resources. BLM will continue mechanized and chemical tamarisk and other weed control.
Visual Resources	VRM Class II
Recreation Opportunity Spectrum	ROS Unit III (semi-primitive motorized)

MU3-3: Smith Mountain/Rogers Mesa Uplands - uplands extending north and south of Recreation Management Zone MU3-2. Zone MU3-3 consists of approximately 10,500 acres, about 97 percent of which are outside NCA.

Activities: Four-wheel driving, horseback riding, and camping.

Resource/Resource Use	Land Use Planning Decision
Travel	Motorized and non-motorized, mechanical vehicle travel will be limited to designated routes. Designated routes will be further fine tuned and refined in a collaborative process with the assistance and input of a BLM/citizen work group.
Permits	Will not be required.
Facilities and Signs	<p>Existing:</p> <ul style="list-style-type: none"> • OHV designation signs • Black Ridge Trail System • Smith Mountain Jeep Trail System <p>New:</p>

	<ul style="list-style-type: none"> • NCA entrance kiosk on county road near intersection of CO-92 and County Road 2810. • Interpretive overlook site on hill overlooking Gunnison Forks. • NCA entrance area at H-75 Road boundary will include information kiosk; vehicle parking, and horse and OHV staging area. • Trailhead kiosks for: 1) Gunnison River access trail (trail is located in • Recreation Management Zone 2- on west side of river south of Gunnison Forks; 2) Black Ridge Trail system; 3) Smith Mountain jeep trail system. • Small vehicle campground (10-15 sites) if needed to reduce dispersed camping impacts. Site to be determined. • Small interpretive overlook areas on Smith Mountain and near intersection of Smith Mountain Jeep Trail and Black Ridge Trail. • Fences, rock barricades, etc., where needed to: protect private lands; delineate campsites and parking areas, protect resources, and allow success of restoration measures. • Boundary, informational, regulatory, and directional signs.
Trail or Road Construction/Maintenance	<p>Will be conducted where needed to provide access to designated river access sites, camping areas, etc. and/or resolve resource concerns or user conflicts.</p> <p>BLM will provide regular maintenance of primary access roads. BLM will conduct trail maintenance as needed to protect resources. BLM will continue mechanized and chemical tamarisk and other weed control. This maintenance will be accomplished within funding capabilities and will be implemented where appropriate.</p>
Visual Resources	VRM Class II
Recreation Opportunity Spectrum	ROS Unit III (semi-primitive motorized)

Table 2-2.4a Management Unit 4 (Gunnison Sage-Grouse ACEC/IBA) Recreation Management Zone Decisions

Management Unit 4 Land Ownership: 22,200 acres of public surface; 23% of planning area public lands, the northern portion of which are within Delta County

Management and protection of the Gunnison sage-grouse and its habitat in the NCA will be emphasized in this 22,200-acre management unit. This management unit includes Gunnison sage-grouse range on public lands within the NCA in the Black Ridge and Fruitland Mesa areas. Although active leks (a lek is the name of an area where sage-grouse congregate in the spring. The males choose an area where their courtship display can be easily seen by females. Leks are usually found where there is less vegetation. These areas may be sparsely vegetated naturally, or due to activity by animals or humans) are not known to occur in this management unit, Gunnison sage-grouse is known to occur on Black Ridge in the western portion of the unit. This management unit contains a population of Gunnison sage-grouse that is being managed under the Gunnison Sage-Grouse Conservation Plan, Crawford Area, Colorado (Crawford Sage-Grouse Partnership 1998). Gunnison sage-grouse was classified as a candidate species

under the Endangered Species Act, as amended, on December 28, 2000. In 1995, to address rising concerns about the long-term status of the Gunnison sage-grouse in the Crawford area, the CDOW, the BLM, USFWS, local landowners, and interested individuals and groups formed the Crawford Sage-Grouse Partnership to address declining trends of sage-grouse numbers. Public lands in this management unit will be designated and managed as the Gunnison Sage-Grouse ACEC/IBA.

Decisions Applicable to the entire management unit in regards to recreation include:

- The East Side Scenic Overlook in Section 30, Township 15 South, Range 93 West, 6th Principal Meridian, Delta County, will be designed and developed to provide opportunities to view the outstanding vistas of the Gunnison Gorge Wilderness, including views of the Gunnison River at Ute Park. The development will be unintrusive and semiprimitive in nature. Natural materials will be used at the site to mark and denote parking, and barriers such as rocks, dead trees, and limbs will be placed to prevent motorized travel beyond confined parking at the termination of the existing access road uphill of the cliff overlook site. The concern at this site is the likely increased use of the overlook and potential proliferation of user-established off-road travel via motorized vehicles, and off-route travel by foot or horseback.
- Motorized travel within the confines of the East Side Scenic Overlook will be limited to the parking space identified uphill from the overlook.
- Interpretation of the vistas could be installed at the cliff in a manner keeping with preserving and considering Wilderness values.
- Seasonal vehicular closures will be imposed according to the objectives for the remainder of this management unit.
- To prevent disturbance to wintering big game and to reduce impacts on strutting Gunnison sage-grouse in the spring, public lands in the unit will be closed to motorized and mechanical vehicular use and travel from November 15 through April 30 annually. If these and related
- human uses are determined to cause disturbance to breeding sage-grouse or wintering big game during the periods when these uses will be permitted, BLM will extend the periods of vehicular closure where and when necessary to prevent disturbance to these species or habitat. The closure extension will be for up to 31 days, depending on the circumstances warranting the extension.
- From May 1 to November 14, motorized and non-motorized, mechanical vehicular travel and use on public lands in the unit will be limited to the designated routes to prevent disturbance to sage grouse leks or potential leks. The routes shown are preliminary and may not be all inclusive.
- Designated routes will be further refined with the assistance of a BLM/citizen work group. Until routes are refined, all motorized and mechanical travel will be limited to the designated routes from May 1 to November 14. The seasonal limitation period could change if an extended closure period is necessary.
- At BLM's discretion, target shooting on public lands may be authorized on public lands in the planning area only in those portions of Management Units 2, 4, and 6 located outside the NCA boundary. See the recreation-specific decisions for these management units below. Target shooting will not be authorized on public lands in the remainder of the planning area in order to provide a safe environment for all users in the planning area, and to protect resources, health, and property.

MU4: Areas in Black Ridge and Fruitland Mesa Lands on east side of planning area (22,200 acres, 5,670 acres of which are inside NCA).

Activities: Wildlife viewing, fourwheel driving, scenic driving, hunting.

Resource/Resource Use	Land Use Planning Decision
Travel	Limited OHV area; The management unit will be closed to motorized and mechanical vehicular use and travel from November 15 through April 30 annually to prevent disturbance to wintering big game or breeding/strutting sage-grouse. Closure could be extended additional 30-days if warranted by circumstances. Motorized and mechanical vehicle travel on public lands in this management unit will be limited to the designated routes.
Permits	Individual private permits will not be required.
Facilities and Signs	Existing: <ul style="list-style-type: none"> BLM boundary and directional signs will be installed at major road intersections. New: <ul style="list-style-type: none"> East Side Scenic Overlook (on Wilderness rim near Smith Fork Creek in Section 30, Township 15 South, Range 93 West, 6 Principal Meridian, Delta County). Entrance signs and informational kiosks will be installed at major NCA access roads. Additional boundary, informational, regulatory, and directional signs. Fences, rock barricades, etc., to: protect private lands; contain use within Recreation Management Zone ; protect special status species, unique soils, etc.; and allow for success of restoration measures
Trail or Road Construction/Maintenance	BLM will allow new road construction only if needed to resolve resource concerns or user conflicts. BLM will continue to maintain designated roads at current maintenance levels and road standards. Areas impacted by unauthorized use will be closed, either temporarily or permanently as needed, and rehabilitated. This maintenance will be accomplished within funding capabilities and will be implemented where appropriate.
Visual Resources	East Side Scenic Overlook – VRM Class I. Relict tree stand on Black Ridge – VRM II. Remaining areas – VRM Classes III and IV.
Recreation Opportunity Spectrum	ROS Unit III (semi-primitive motorized).

Table 2-2.5a Management Unit 5 (Native Plant Community ACEC/ONA) Recreation Management Zone Decisions

Northern portion within Delta County

This unit is located in the north-central portion of the planning area along the western boundary of the Wilderness and is emphasized for the management and long term preservation of the Winterfat Shrub Steppe, Juniper-Grass Savanna, and Pinyon-Juniper Woodland within the Southern Rocky Mountain Ecosystem. Threats to this unit's values include vegetation treatments for fuels reduction or wildlife habitat improvement and weed invasions, especially annual weeds like cheatgrass (*Anisantha tectorum*) that are already present and are exacerbated by livestock grazing. Open OHV designation is another threat. This management unit will be managed as the Native Plant Community ACEC/ONA.

MU5: (Native Plant Community ACEC/ONA) (3,785 acres, all of which are in NCA).

Activities: On-route four-wheel driving, motorcycle and mountain bike trail riding, hiking and horseback riding.

Resource/Resource Use	Land Use Planning Decision
Travel	<p>Limited OHV area; Motorized and non-motorized, mechanical vehicle travel will be permitted only on the designated routes. Black Ridge Trail (Wilderness rim):</p> <ul style="list-style-type: none"> Motorized passenger vehicles (cars and trucks) and 4-wheel ATVs on Black Ridge Trail (Wilderness rim) will be restricted to double-track road sections of trail located north of Ute Trailhead. Motorcycles, horses, mountain bikes, and hikers will be allowed on both double-track road and single-track portions of Black Ridge Trail (Wilderness rim) trail through entire management unit.
Permits	Individual private permits will not be required.
Facilities and Signs	<p>Existing: Chukar, Bobcat, Duncan, and Ute Wilderness access roads. Duncan Trailhead facilities: parking, fee and information kiosk, toilet, 1 picnic table, and visitor register. <u>Ute Trailhead facilities: parking, fee and information kiosk, toilet, 2 picnic tables, and visitor register.</u> <u>Black Ridge Trail (multiple use trail with single track and four-wheel drive sections)</u></p> <p>New:</p> <ul style="list-style-type: none"> Trailhead signs for Black Ridge Trail will be installed at major trail/road intersections. BLM will continue maintenance of trailhead facilities to meet visitor needs and safety needs. This maintenance will be accomplished within funding capabilities and will be implemented where appropriate. Boundary, information, regulatory, and directional signs will be installed where needed to provide direction, protect resources,

	<p>and/or designate segments of trail systems for specific uses (i.e., multiple use, non-motorized, etc.).</p> <ul style="list-style-type: none"> • Fences, rock barricades, etc., to: protect private lands; protect native communities, special status species, unique soils, cultural resources, etc; and allow success of restoration measures. • BLM will continue to replace stolen and vandalized signs.
Trail or Road Construction/Maintenance	<p>BLM will conduct modifications (including rerouting, pullouts, etc.) of roads and/or trails where needed to reduce impacts to native plant communities. BLM will construct new roads as needed to reduce impacts to native plant communities.</p> <p>BLM will continue to maintain Bobcat, Duncan, Ute, four-wheel drive portions of Black Ridge Trail, and other designated routes at current levels and road standards.</p> <p>BLM will maintain single-track sections of trails to preserve riding experience and reduce off-road impacts to plant communities. This maintenance will be accomplished within funding capabilities and will be implemented where appropriate.</p> <p>Areas impacted by unauthorized uses will be closed, either temporarily or permanently as needed, and rehabilitated.</p>
Visual Resources	<p>VRM Class III</p> <p>BLM will maintain visual setbacks (minimum 500 feet) adjacent to Bobcat, Duncan, and Ute access roads, trails, and developed recreation facilities. This will include relocating existing and restricting placement of new structures or facilities (stock tanks, bed grounds, reservoirs, etc.</p>
Recreation Opportunity Spectrum	<p>ROS Unit III (semi-primitive motorized).</p>

Table 2-2.6a Management Unit 6 Recreation Management Zone Decisions

The management unit is throughout the planning area, northern portions of MU6-1 and MU6-2 are within Delta County.

Decisions Applicable to the entire management unit in regards to recreation include:

- Other than on a single designated route, the remainder of the Fairview ACEC/RNA will remain closed to motorized and non-motorized, mechanical vehicle use.
- Motorized and non-motorized, mechanical vehicular travel in the existing Fairview ACEC/RNA in this unit will be limited to a single, designated route used for maintenance of an irrigation canal and facilities.
- At BLM's discretion, target shooting on public lands may be authorized on public lands in the planning area only in those portions of Management Units 2, 4, and 6 located outside the NCA boundary.

MU6-1: West Common Lands (approximately 16,000 acres).

Common Management lands in West Peach Valley Lands and on the West slope of NCA.

Activities: Scenic driving, fourwheel driving, motorcycle and mountain bike trail riding, hiking and horseback riding.

Resource/Resource Use	Land Use Planning Decision
Travel	Motorized and non-motorized, mechanical vehicle travel will be permitted on designated routes only.
Permits	Individual private permits will not be required.
Facilities and Signs	<p>Existing:</p> <ul style="list-style-type: none"> • Lower portions of Bobcat, Duncan, and Ute Roads. • REC-6-21 Chukar Road – includes non-Wilderness and cherry-stemmed • Wilderness segments. • OHV designation signs. • NCA portal signs on Carnation and North Peach Valley Roads. • Other primitive motorized roads and trails (no facilities) including: • Eagle Valley, southern portions of Black Ridge Trail (rim trail) Chukar Geologic Area (horse trail); Wave and Eagle Jeep Trails, Red Rocks Trail, Dinosaur Road, Backdown Road, and Candy Lane. <p>New:</p> <ul style="list-style-type: none"> • NCA entrance kiosks at NCA boundaries on Carnation and North Peach Valley Roads. • Horse trailer parking and staging area on Ute Road near Peach Valley turnoff. • Trailheads (kiosks and small parking areas): Eagle Valley, Black Ridge • Trail (rim Trail) Chukar Geologic Area (Horse Trail); Wave and

	<p>Eagle Jeep Trails, and Red Rocks Trail.</p> <ul style="list-style-type: none"> • Boundary, information, regulatory, and directional signs where needed to provide direction, protect resources, and/or designate segments of trail systems for specific uses (i.e., multiple use, non-motorized, etc.). • Fences, rock barricades, etc., to: protect private lands; protect special status species, unique soils, etc; and allow success of restoration measures. • Informational signing will be provided on the Black Ridge Trail where it intersects access roads (Ute Road, Duncan Road, and Bobcat Road).
Trail or Road Construction/Maintenance	<p>BLM will relocate lower portion of Ute Road to reduce conflicts with private lands.</p> <p>BLM will relocate segment of Red Rocks trail to keep motorized use out of National Park Wilderness.</p> <p>BLM will make modifications to existing trail systems, resource protection measures, etc. where necessary to better meet NCA management objectives.</p> <p>BLM will continue to maintain Eagle Valley Trail, Black Ridge Trail, Red Rocks Trail, Chukar Geologic Area Trail (Horse Trail), at existing maintenance levels.</p> <p>BLM will continue to maintain Bobcat, Duncan, Ute, Chukar, Dinosaur, Backdown, Wave, Eagle, Candy Lane Roads and four-wheel drive portions of Black Ridge Trail at existing maintenance levels and road standards.</p> <p>BLM will continue to gravel first half of Chukar Road up to Wilderness boundary as needed to reduce rutting and erosion of Mancos shale soils.</p> <p>BLM will continue to maintain Wilderness cherry-stemmed portion of Chukar Road at current levels that protect resources and address visitor safety and access problems.</p> <p>Areas impacted by unauthorized uses will be closed, either temporarily or permanently as needed, and rehabilitated.</p> <p>This maintenance will be accomplished within funding capabilities and will be implemented where appropriate.</p>
Visual Resources	<p>Outside NCA – VRM Class III.</p> <p>Within NCA – VRM Class II.</p> <p>BLM will maintain visual setbacks (minimum 500 feet) adjacent to primary access roads, trails, and developed recreation facilities. This includes relocating existing and restricting placement of new structures or facilities (stock tanks, bed grounds, reservoirs, etc.).</p>
Recreation Opportunity Spectrum	<p>ROS Unit III (semi-primitive motorized).</p>

MU6-2: East and Southwest Common Lands (approximately 13,000 acres).

Common Management lands located within the east side of the NCA, Fruitland Mesa, Jones Draw, and East Flat Top. Area (east of Landfill/Bostwick Park Road)

Activities: Hunting , hiking and horseback riding.

Resource/Resource Use	Land Use Planning Decision
Travel	Limited OHV area; Motorized and non-motorized, mechanical vehicle travel will be permitted on designated routes only. East Flat Top Day Use Area: <ul style="list-style-type: none">Motorized and non-motorized, mechanical vehicular use will be permitted on designated access roads only. Fairview ACEC/RNA (existing): <ul style="list-style-type: none">Motorized and non-motorized, mechanical vehicle travel within existing Fairview ACEC/RNA will be permitted on a single, existing, designated route along a canal. The route will be posted for this use.Remainder of public lands in Fairview ACEC/RNA will be closed to motorized and non-motorized, mechanical vehicular use to prevent damage to special status plant species.Designated routes in this zone will be further fine tuned and refined in a collaborative process with the assistance and input of a BLM/citizen work group.
Permits	Individual private permits will not be required.
Facilities and Signs	Existing: <ul style="list-style-type: none">BLM boundary and directional at major road intersections. New: <ul style="list-style-type: none">Jones Draw Recreation Site – BLM will improve existing pull-off and parking area, install new visitor information kiosk, and delineate 3 to 4 vehicle camping sites.NCA entrance signs and informational kiosks at major NCA access roads.Additional boundary, informational, regulatory, and directional signs.Fences, rock barricades, etc., to: protect private lands; contain use within Zone; protect special status species, unique soils, etc.; and allow for success of restoration measures.Trailhead kiosks and small parking area for new East Flat Top trails.
Trail or Road Construction/Maintenance	BLM will continue coordination with Crawford State Park on development of non-motorized trail along Smith Fork Creek. BLM will allow construction of trail if determined to meet NCA management objectives. BLM will connect existing routes to provide loop trails and a diversity of experiences for non-motorized users in east Flat Top area. BLM will develop one main access road into East Flat Top Day Use Area. BLM will close and reclaim unneeded roads and trail segments. BLM will allow new road construction only if needed to resolve resource

	<p>concerns or user conflicts.</p> <p>BLM will continue to maintain designated roads at current maintenance levels and road standards. Areas impacted by unauthorized use will be closed, either temporarily or permanently as needed, and rehabilitated. This maintenance will be accomplished within funding capabilities and will be implemented where appropriate.</p>
Visual Resources	VRM Classes III and IV
Recreation Opportunity Spectrum	ROS Unit III (semi-primitive motorized).

Record of Decision and Approved Resource Management Plan Dominguez-Escalante National Conservation Area, January 2017

Scope:

The planning area for the National Conservation Area consists of 210,172 acres of BLM-administered public land surface, 6,256 acres of private land surface, and 1,965 acres of State of Colorado land surface. The acreage number for BLM-administered public land surface includes 209,610 acres designated in the Omnibus Act, as well as 562 acres that were subsequently acquired by the Federal Government. The most recent acquisition, known as the American Mountain Men acquisition (160 acres), occurred during the development of the RMP. Although not shown as public land on maps found in the RMP, the intent for the American Mountain Men acquisition lands is to manage them similarly to the surrounding lands.

The purpose of this RMP is to provide for long-term conservation and protection of the “unique and important values” of the D-E NCA that were identified in the area’s enabling legislation: the Omnibus Public Land Management Act of 2009, Public Law 111-11. These values include the “geological, cultural, archaeological, paleontological, natural, scientific, recreational, wilderness, wildlife, riparian, historical, educational, and scenic resources of the public lands, as well as the water resources of area streams, based on seasonally available flows, that are necessary to support aquatic, riparian, and terrestrial species and communities.” The Omnibus Act specified that these values be conserved and protected “for the benefit and enjoyment of present and future generations.” Furthermore, in recognition of the historic and current traditional use of the NCA area for livestock grazing, the Omnibus Act specifically stated that the BLM “shall issue and administer any grazing leases or permits in the Conservation Area in accordance with the laws (including regulations) applicable to the issuance and administration of such leases and permits on other land under the jurisdiction of the Bureau of Land Management.”

Issues contributing to the need for a new RMP include the following:

- Increased (and more varied) recreation demand due to population growth, demographic changes, and technological advances.
- New information in fields such as climate science, biology, ecology, geology, paleontology, hydrology and archaeology.
- Increased demand for educational opportunities associated with public lands.

Relationship to Master Plan:

Section 2.2.1 and 2.2.5 outline the recreation and travel objectives of the RMP. The following table lists goals, objectives and management programs, management actions or allowable use decisions as they pertain to trails.

Recreation

Goal	Objectives	Management Programs, Management Actions or Allowable Use Decisions
Provide a diversity of recreational opportunities that support outdoor-oriented lifestyles, add to participants' and local communities' quality of life, and foster protection of natural and cultural resources.	<ul style="list-style-type: none"> • Provide quality recreational opportunities that are consistent with, and contribute to, the conservation, protection and enhancement of the resources that were identified as purposes of the designation of the D-E NCA. Manage recreation consistent with biological, natural and cultural resource objectives. • Reduce known or identified unhealthy or unsafe human-created conditions, and achieve a minimum level of conflict between recreation participants and between recreation and other resource uses. 	<ul style="list-style-type: none"> • Ensure that all sources of D-E NCA recreation information (e.g., kiosks, brochures, web sites) include an educational component regarding the D-E NCA's purposes. • Implement temporary area or activity closures as needed to achieve biological, cultural and wilderness objectives, as well as to protect public health and safety. • In the following Extensive Resource Management Areas (ERMAs), use the following strategies to reduce conflicting user interactions: 1) clearly communicate recreation management objectives for different RMAs, 2) manage RMAs based on social and environmental carrying capacities, 3) separate uses in time or space, and 4) educate users to ensure they know what to expect in different RMAs: <ul style="list-style-type: none"> ○ Hunting Ground ERMA ○ Ninemile Hill ERMA ○ Sawmill Mesa/Wagon Park Dispersed ERMA ○ East Creek ERMA • In the following Special Recreation Management Areas (SRMAs), reduce conflicting user interactions by using the strategies listed above for ERMAs plus promote only those activities that are compatible with targeted activities and outcomes (experiences and benefits) outlined in the RMA objective: <ul style="list-style-type: none"> ○ Gunnison River SRMA ○ Cactus Park SRMA ○ Escalante Canyon SRMA

Special Management Recreation Areas

Goal	Objectives	Management Programs, Management Actions or Allowable Use Decisions
<p>Cactus Park SRMA, Manage the recreation area targeting motorized trail riders. Target the following activities: ATV and motorcycle trail riding, and associated camping activities.</p>	<ul style="list-style-type: none"> • Recreation Outcome Objective: within five years, and continuing throughout the life of the plan, the majority of participants in visitor/community assessments report realization of the following targeted experience and benefit outcomes: <ul style="list-style-type: none"> ○ Enjoying group affiliation and togetherness, experiencing natural surroundings, enjoying frequent access to outdoor recreation activities, youth learning outdoor recreation skills, practicing sustainable outdoor recreation skills. ○ Developing stronger ties with family; living a more outdoor-oriented lifestyle. ○ Greater community ownership and stewardship of recreation resource; increased desirability as place to live or retire. ○ Increased awareness and protection of recreation resources. ○ Increased stewardship and awareness of the D-E NCA resources and natural surroundings. 	<ul style="list-style-type: none"> • Designate Cactus Park as an SRMA • Support outcome objectives by managing the desired recreation settings. <ul style="list-style-type: none"> ○ Physical Setting: <ul style="list-style-type: none"> ▪ Naturalness: Maintain the undeveloped nature of the RMA. ▪ Facilities: At trailheads, develop parking and toilet facilities; develop the necessary trailheads, trails, and camping facilities to meet RMA objectives. ○ Social Setting: <ul style="list-style-type: none"> ▪ Average Contacts: Away from parking areas, participants encounter a seasonal average of up to 8 groups per day. ▪ Average Group Size: Away from parking areas, participants encounter a seasonal average of up to 25 people per group. ▪ Evidence of Use: Sounds of people frequent. ○ Operational Setting: <ul style="list-style-type: none"> ▪ Access: Motorized (ATVs, motorcycles and high-clearance 4x4s). ▪ Management Controls: Clearly post necessary rules to support RMA objectives. ▪ Visitor Services: On-site information including kiosks and maps with words and pictures; regular BLM personnel presence. • Designate BLM routes to meet RMA objectives. Close routes as needed to meet cultural, biological or other natural resource objectives. • With partners (e.g., user groups, retail shops, and service providers), develop a motorized loop trail system consistent with RMA objectives. During implementation, as new routes are constructed, existing routes may be closed and rehabbed.

Goal	Objectives	Management Programs, Management Actions or Allowable Use Decisions
<p>Escalante Canyon SRMA, Manage the recreation area targeting visitors interested in the heritage and ecological resources of the area and tourism service providers who seek the outcomes described below. Target the following activities: auto touring and picnicking.</p>	<p>Recreation Outcome Objective: within five years, and continuing throughout the life of the plan, the majority of participants in visitor/community assessments report realization of the following targeted experience and benefit outcomes:</p> <ul style="list-style-type: none"> • Learning more about the wildlife, cultural, and historical resources of the area, connecting with the experiences of those who traveled through the area in the past. • Increased appreciation of the area's cultural history and wildlife resources. • Sustainability of the community's cultural heritage. <p>Greater support for protection of cultural and wildlife resources.</p>	<ul style="list-style-type: none"> • Designate Escalante Canyon as an SRMA • Support outcome objectives by managing the desired recreation settings described below. If monitoring indicates outcome objectives are not being achieved, settings will be incrementally adapted until monitoring shows the settings are supporting the outcome objectives: <ul style="list-style-type: none"> ○ Physical Setting: <ul style="list-style-type: none"> ▪ Naturalness: Maintain the rural nature of the RMA; all future changes to the landscape should complement the RMA objectives and not result in changes to the historic setting. ▪ Facilities: Improve existing developed facilities; coordinate with CPW to develop facilities on Statelands that complement RMA objectives. • Social Setting: <ul style="list-style-type: none"> ▪ Average Contacts: Participants encounter a seasonal average of up to 20 groups per day. ▪ Average Group Size: Participants encounter a seasonal average of up to 25 people per group. ▪ Evidence of Use: Sounds of people frequent. • Operational Setting: <ul style="list-style-type: none"> ▪ Access: All motorized or non-motorized use including sedan or full-sized vehicles. ▪ Management Controls: Moderate level of restrictions on overnight camping. • Visitor Services: On-site interpretation including kiosks and maps with words and pictures; regular BLM personnel presence.

Extensive Recreation Management Areas

Goal	Objectives	Management Programs, Management Actions or Allowable Use Decisions
Hunting Grounds, Focus recreation and visitor services on protecting and facilitating visitor opportunities to participate in motorized and non-motorized trail-based activities and dispersed camping.	<ul style="list-style-type: none"> • The RMA will provide a recreation setting commensurate with other uses that <ul style="list-style-type: none"> ○ Retains a low level of contrast between developments and the natural surrounding ○ Provides the necessary recreation facilities (trails, trailheads, campsites) to facilitate activity participation ○ Provides basic on-site visitor services (signage, maps, etc.); ○ Clearly posts conditions of use throughout the area. • Manage ERMA commensurate with Old Spanish National Historic Trail management corridor 	<ul style="list-style-type: none"> • Designate the Hunting Ground as an ERMA • Connect/reroute routes to make loop opportunities as necessary; reroute/repair unsustainable and eroding routes; designate BLM routes to meet RMA objectives and Old Spanish National Historic Trail Management Corridor objectives. • With partners (e.g., local governments, trail organizations, user groups, service providers, and tourism councils), design and develop a mixed-use connective trail between Whitewater and Delta. This trail should utilize existing routes where possible and may require changes to route designations, adoption of user created routes, and construction of new routes.

Goal	Objectives	Management Programs, Management Actions or Allowable Use Decisions
Ninemile Hill, Focus recreation and visitor services management on protecting and facilitating visitor opportunities to participate in equestrian and hiking trail activities and dispersed camping.	<ul style="list-style-type: none"> • The Ninemile Hill RMA will provide a recreation setting commensurate with other uses that <ul style="list-style-type: none"> ○ Retains a low level of contrast between developments and the natural surrounding; ○ Provides the necessary recreation facilities (trails, trailheads, campsites) to facilitate activity participation ○ Provides basic on-site visitor services (signage, maps, etc.); and ○ Clearly posts conditions of use throughout the area. 	<ul style="list-style-type: none"> • Designate Ninemile Hill as an ERMA • Designate BLM routes to meet RMA objectives. • Develop a quality foot and horse trail system that incorporates existing routes, while ensuring connectivity of the Tabeguache Trail through the Ninemile Hill RMA to Cactus Park for all motorized and non-motorized uses. • In order to protect bighorn sheep production areas, limit construction of new trails to the area above the rim of the Gunnison Slopes.
East Creek, Focus recreation and visitor services management on protecting and facilitating visitor opportunities to participate in auto touring and climbing.	<ul style="list-style-type: none"> • The East Creek ERMA will provide a recreation setting commensurate with other uses that <ul style="list-style-type: none"> ○ Retains a low level of contrast between developments and the natural surrounding; ○ Provides the necessary recreation facilities (trails, trailheads, campsites) to facilitate activity participation ○ Provides basic on-site visitor services (signage, maps, etc.); and ○ Clearly posts conditions of use throughout the area 	<ul style="list-style-type: none"> • Designate East Creek as an ERMA • With partners (climbing clubs, retail service providers, etc.), identify and improve primary access trails to and between climbing routes.

Goal	Objectives	Management Programs, Management Actions or Allowable Use Decisions
<p>Sawmill Mesa/Wagon Park, Focus recreation and visitor services management on protecting and facilitating visitor opportunities to participate in hiking, horseback riding, mountain biking, motorcycle riding, ATV riding, big-game hunting, dispersed camping, and backcountry auto touring.</p>	<ul style="list-style-type: none"> • The Sawmill Mesa/ Wagon Park ERMA will provide a recreation setting commensurate with other uses that <ul style="list-style-type: none"> ○ Retains a low level of contrast between developments and the natural surrounding; ○ Provides the necessary recreation facilities (trails, trailheads, campsites) to facilitate activity participation ○ Provides basic on-site visitor services (signage, maps, etc.); and ○ Clearly posts conditions of use throughout the area • Escalante Triangle Recreation Management Zone 2: In addition to general RMA objectives, focus recreation and visitor services management on protecting and facilitating visitor opportunities to participate in mountain biking. 	<ul style="list-style-type: none"> • Designate the Sawmill Mesa/Wagon Park area as an ERMA • Designate BLM routes to maintain access and opportunity for motorized, mechanized and non-motorized non-mechanized recreation where not in conflict with cultural, biological or other natural resources. • Designate routes to meet RMA objectives and connect/reroute routes to make loop opportunities as necessary; reroute/repair unsustainable and eroding routes. • Escalante Triangle Recreation Management Zone 2: Designate the area north of the Escalante Rim Road and outside the River Rims ACEC as the Escalante Triangle RMZ (5,659 acres). • In the Escalante Triangle RMZ, when feasible with support of local community and partners (e.g., user groups, retail shops, service providers), complete and implement an activity level plan to develop a non-motorized “Loop” trail system designed for mountain bikes. During implementation, as new routes are constructed, existing routes would be closed and rehabbed or rehabbed to a single track trail.

Transportation and Travel Management

Goal	Objectives	Management Programs, Management Actions or Allowable Use Decisions
<p>Define a travel and transportation network that supports the goals and objectives of the purposes of the D-E NCA.</p>	<ul style="list-style-type: none"> • Manage the D-E NCA's route system to meet objectives for the purposes of the D-E NCA (including recreation), while allowing continued use of the D-E NCA for livestock grazing, land authorizations and access to non-Federal property. • Manage the D-E NCA's route system to reduce the potential for trespass onto private land. 	<ul style="list-style-type: none"> • Designate the Dominguez Canyon Wilderness as closed to off-highway vehicle (OHV) use • Designate all other areas of the D-E NCA as limited to designated routes for motorized travel. • Authorize the use of motorized vehicles for administrative purposes within areas that are closed to OHV use. Authorization would be evaluated on a case-by-case basis. Use of motorized equipment in the Wilderness for lawful livestock grazing activities is allowed in accordance with the congressional grazing guidelines and BLM policy. • Designate the Dominguez Canyon Wilderness as closed to mechanized travel. • Designate all other areas of the D-E NCA as limited to designated routes for mechanized (e.g., bicycles) travel (143,819 acres.) In these areas, allow for use of non-motorized game carts off designated routes for game retrieval. • Designate the Wilderness Zone 1 as limited to existing routes for horse travel (1,585 acres). Allow off-route foot travel. Close trails or areas to foot and horse travel where necessary to protect resources (e.g., trails that lead to cultural sites not allocated to public use). • Any land acquired by the BLM for the Dominguez-Escalante NCA will be managed under the limited classification criteria as identified in 43 CFR 8342.1, limited to existing roads and trails until a site determination and travel management plan are completed for the acquisition (43 CFR 8342.2). • Manage the D-E NCA's route system for consistency with adjacent public land (USFS and CPW) travel designations, except when in conflict with limitations in this plan. • Consider closing and rehabilitating routes that dead-end at private land and that are not used as primary access for private landowners. • Consider limiting motorized and mechanized travel on the following types of routes to administrative use: <ul style="list-style-type: none"> ○ Routes that end at private land and provide primary access to private property (to prevent trespass) ○ Routes that end at ROW structures such as communication towers, power lines, pipelines and are not needed to meet

		<p>recreation objectives (to prevent vandalism)</p> <ul style="list-style-type: none">○ Routes that dead-end at livestock facilities and are not needed to meet recreation objectives (to prevent vandalism and livestock harassment).
--	--	--

Areas of Critical Environmental Concern

Goal	Objectives	Management Programs, Management Actions or Allowable Use Decisions
<p>Protect the integrity of sensitive and/or unique areas within the D-E NCA through the designation of ACECs.</p>	<ul style="list-style-type: none"> • Protect the unique and sensitive plant, fish and wildlife resources of Escalante Canyon, while educating the public about the area's unique natural hazards, plants, wildlife, fish, geological and cultural resources. • Protect the unique and sensitive rare plants and paleontological resources on the benches and slopes above the Gunnison River. 	<ul style="list-style-type: none"> • Manage 2,281 acres of Escalante Canyon as an ACEC • Manage livestock grazing in the Escalante Canyon ACEC so as to protect unique and sensitive plant resources. • To protect riparian values and unique and sensitive plants, limit livestock use in riparian areas along Escalante Creek below forks to active movement between grazing areas. • Informational signs identifying potential recreational hazards in the Escalante Canyon ACEC will be provided. • To prevent accidental destruction of listed species and unique plant associations, woodland harvests will not be permitted in the Escalante Canyon ACEC. • Apply SSR restrictions within the Escalante Canyon ACEC • Provide the public with outdoor classroom opportunities related to the Escalante Canyon ACEC's unique and sensitive plants, wildlife, fish, geological and cultural resources. • Reduce, as much as practicable, barriers to fish and wildlife movement through the • Escalante Canyon ACEC. Where the Escalante Canyon ACEC overlaps the Escalante Canyon RMA, designate campsites within the RMA. Overnight camping limited to developed campgrounds and designated campsites (see section 2.2.1). • Manage SRPs in the Escalante Canyon ACEC consistent with SRMA, ACEC, and Watchable Wildlife objectives. No Vending or Competitive SRPs will be issued. Low and medium impact Commercial and Organized Group SRPs will be issued. • Manage the Escalante Canyon ACEC as ROW exclusion. • Manage 5,405 acres as the River Rims ACEC • Prohibit surface-disturbing activities within the River Rims ACEC • Manage livestock grazing and active movement in the River Rims ACEC so as to protect unique and sensitive plant resources. • Prohibit competitive special recreation permits in the River Rims ACEC. Allow low impact commercial and organized group special recreation permits. Commercial river outfitters

		<p>will not be allowed to camp in the ACEC.</p> <ul style="list-style-type: none"> • Manage the River Rims ACEC as ROW exclusion. • Close BLM routes to motorized and mechanized use within 200 meters of Colorado hookless cactus (does not include county-maintained roads) except the minimum necessary to provide public access to the Gunnison River and administrative access. If occurrences are identified in the future that conflict with route designations, consider reroutes to avoid cactus.
--	--	--

National Historic Trails

Goal	Objectives	Management Programs, Management Actions or Allowable Use Decisions
Safeguard the nature and purposes of the congressionally designated Old Spanish NHT, which are to afford the public the opportunity to connect to the trail resources and the trail story.	<ul style="list-style-type: none"> • Manage the Old Spanish NHT Management Corridor for auto-tour interpretive opportunities (along designated routes, Highway 50 and county-maintained roads). • Maximize opportunities for shared Old Spanish NHT stewardship. • Reduce the potential for uses that substantially interfere with the nature and purposes of the Old Spanish NHT. • Mitigate impacts of or avoid activities that are incompatible with the purposes for which the Old Spanish NHT was established. • Identify and protect the historic route and historic remnants and artifacts of the Old Spanish NHT for their scientific and educational value. • Identify and manage high potential historic sites or high potential route segments, including any additional recommended Federal Protection Components. 	<ul style="list-style-type: none"> • Establish a national trail management corridor comprised of 23,131 acres in the D-E NCA to be called the Old Spanish NHT Management Corridor • Designate the trail corridor VRM II. • Manage the trail management corridor as ROW exclusion (Map 2-14), with the exception of a 75-foot buffer from the edge of the south-bound lane of Highway 50 managed as ROW avoidance. Apply special stipulations and mitigation measures to this area to protect NHT resources (see Appendix B). • Close and potentially rehab routes as needed to improve the naturalness of the trail management corridor setting. • With partners (local governments, trail organizations, user groups, service providers, tourism councils, etc.), develop auto-tour interpretive opportunities (roadside kiosks, brochures, etc.).

Wilderness Areas

Goal	Objectives	Management Programs, Management Actions or Allowable Use Decisions
<p>Preserve the wilderness character of remaining wilderness study areas.</p> <p>Preserve, protect, or enhance the qualities of wilderness character in the Dominguez Canyon Wilderness.</p>	<ul style="list-style-type: none"> • Preserve wilderness characteristics in WSAs in accordance with non-impairment standards as defined in BLM Manual 6330—Management of Wilderness Study Areas (BLM 2012e), until Congress either designates these lands as wilderness or releases them for other purposes. • Wilderness Zone 1: Manage with an emphasis on protecting and restoring naturalness and supplemental values (federally listed species, cultural and paleo resources). • Wilderness Zone 2: Manage with an emphasis on protecting supplemental values, and protecting and restoring naturalness and opportunities for solitude • Wilderness Zone 3: Manage with an emphasis on protecting supplemental values, and protecting and restoring naturalness and opportunities for primitive and unconfined recreation. • Enhance the rankings for priority species and vegetation attributes that are currently in “fair” or “poor” condition. • Wilderness Zone 1: Protect and restore supplemental values (T&E species, cultural and paleo resources). • Wilderness Zones 2 and 3: Protect supplemental values (T&E species, cultural and paleo resources). • Protect the undeveloped nature of the Wilderness by minimizing the number of new structures. • Wilderness Zone 1: Manage 	<ul style="list-style-type: none"> • If the WSA (3,032 acres; Map 1-1) is released by Congress, manage the released WSA lands for consistency with management of adjacent lands outside the Dominguez Canyon Wilderness. • In the interim, manage the WSA to preserve wilderness characteristics in accordance with non-impairment standards. See Scenic Resources (VIS) for more specific guidance. • In the response to wildfire, use Minimum Impact Suppression Tactics to limit impact to wilderness characteristics. Only allow ground-disturbing mechanical tactics (e.g., bulldozers) if life and/or property is threatened. • Allow trammeling only as needed to meet the above wilderness objectives, or in the case of emergencies where such an action is needed for the protection of public health and safety. • For any non-emergency implementation action in the Wilderness, conduct and use a minimum requirements analysis to achieve the resource objectives (emergency involves wildland fire activities and the health and safety of persons in the area) • If monitoring indicates allowable wilderness uses are contributing to “fair” or “poor” • conditions, include use restrictions as part of any active management strategy. • Do not conduct vegetation treatments in the Wilderness unless PPSV indicators are determined to be in “poor” or “fair.” Then conduct only the minimum vegetation treatment(s) (e.g., planned fire, chemical, biological) necessary to meet naturalness objectives. • Do not conduct post-fire rehabilitation in the Wilderness, unless PPSV indicators are determined to be “poor” or “fair.” Then consider the minimum post-fire rehabilitation necessary only if such actions help achieve naturalness objectives. • Wilderness Zone 1: No overnight camping. • Wilderness Zone 2: Require all overnight visitors to pack out solid human waste. • Wilderness Zone 3: Require all overnight visitors to bury solid human waste in a cathole more than 100meters from a natural water source (rivers, creeks, springs, and seeps). • Monitoring devices (e.g., radio collars, stream

	<p>recreation to support and protect supplemental values.</p> <ul style="list-style-type: none"> • Wilderness Zone 2: Manage recreation to protect outstanding opportunities for solitude (defined as an average number of contacts per visit of 4 or fewer). • Wilderness Zone 3: Manage recreation to support and protect naturalness and provide outstanding opportunities for primitive and unconfined recreation. 	<p>gauges, cameras) may be installed. Authorize only the minimum number of installations necessary to monitor trends and conditions of naturalness (PPSV indicators), supplemental values, and opportunities for solitude or unconfined recreation.</p> <ul style="list-style-type: none"> • Limit camping to designated sites in the Gunnison River corridor. • Limit camping in other riparian areas to designated sites when conditions are shown to be deteriorating as a result of this use, on the basis of riparian indicators identified in Appendix G. • Do not allow non-emergency landing of aircraft, motorized vehicle uses, motorized equipment uses, and mechanized transport uses inside the Wilderness, unless PPSV indicators are determined to be “poor” or “fair.” Then allow the minimum necessary to protect or enhance naturalness (e.g., bighorn sheep monitoring to reduce disease risk). • Use of motorized equipment for lawful livestock grazing activities is allowed in accordance with the congressional grazing guidelines and BLM policy. • Wilderness Zone 1: Domestic non-working dogs must be on leash to protect desert bighorn sheep • Wilderness Zone 1 (includes a portion of the Big Dominguez Canyon Heritage Area and all of the Rambo/Little Dominguez Canyon Heritage Area) and the Wilderness portion of the Leonards Basin Heritage Area: Close to overnight camping • Wilderness Zone 1: Designate as limited to existing routes for horse travel to enhance supplemental values. Allow off-route foot travel. Close trails or areas to foot and horse travel where necessary to protect resources (e.g., trails that lead to cultural sites not allocated to public use). • Inventory routes in Zone 1 to update existing BLM inventory and produce associated map for the public. • Wilderness Zone 1: Implement temporary area or activity closures as needed to protect and/or restore supplemental values. • Wilderness Zones 2 and 3: Implement temporary area or activity closures for the protection of supplemental values only where such closures are necessary to prevent substantial degradation to (or loss of) supplemental values. • Remove existing human developments not
--	--	--

		<p>needed to achieve wilderness resource objectives (exceptions: necessary livestock developments that existed on the date of designation, significant cultural resources).</p> <ul style="list-style-type: none"> • Authorize the construction or installation of the minimum number of new developments (e.g., livestock water facilities, fences) necessary to protect wilderness values and meet wilderness management objectives. • Authorize motorized entries for livestock operations using minimum requirements analysis in accordance with Congressional Grazing Guidelines (H. Rept. 101-405). • Wilderness Zone 1: Limit group size to 25 people or fewer. • Wilderness Zones 2 and 3: Limit group size to 12 people or fewer. • Limit visitor use only as necessary to meet wilderness objectives and/or to protect public health and safety. • Require a permit for placement and maintenance of permanent climbing anchors inside the Wilderness. With partners (climbing organizations, local business, and wilderness organizations) develop and implement a permitting process. • Identify a trail system that supports wilderness zone objectives (see Appendix N, Travel Management). • Wilderness Zone 1: Construct new or reroute designated routes to protect cultural resources • Wilderness Zone 2: Construct new routes if necessary to improve opportunities for solitude • Wilderness Zone 3: Construct new or reroute designated routes to enhance opportunities for primitive types of recreation. • Issue low and medium impact (Class I and Class II in Appendix I) commercial and organized group special recreation permits. • Do not provide for exceptions to group size limitations.
--	--	---

Watchable Wildlife Areas

Goal	Objectives	Management Programs, Management Actions or Allowable Use Decisions
Designate watchable wildlife areas in areas with exceptional opportunities for the	<ul style="list-style-type: none"> • Manage watchable wildlife areas to provide for public wildlife viewing and wildlife-related interpretation and education. 	<ul style="list-style-type: none"> • Manage watchable wildlife areas to provide for public wildlife viewing and wildlife-related interpretation and education. • Designate the following area as a Watchable Wildlife Area (Map 2-16): Escalante Canyon

public to view wildlife.		<p>(11,202 acres).</p> <ul style="list-style-type: none"> • Where feasible, complete wildlife habitat improvements to enhance fish/wildlife viewing opportunities, while maintaining protection of fish/wildlife. • Provide facilities such as informational and interpretive signs, designated trail systems, and restrooms, as needed to provide enhanced visitor use, enjoyment, and safety. Provide adequate protection (e.g., signing, use stipulations, barricades, and fences) as needed to protect sensitive species and their habitats.
--------------------------	--	--

Forest Service Management Plans

The Forest Plan for the Grand Mesa Uncompahgre and Gunnison National Forests

1991 Plan Amendment

Scope:

The entire Grand Mesa, Uncompahgre and Gunnison National Forests, ____% (or acres) of which are within Delta County.

Relationship to Master Plan:

The 1991 plan predicts a large population increase in Colorado leading to a higher demand on recreation resources. Due to limited funds, the plan recommends that priority should be given to maintenance and rehabilitation of existing facilities. However, management direction should accommodate the expected increase in developed recreation use through expansion or new site construction. Capital investment programs are projected to be needed in to accommodate an excess of 13 million recreation visitor days by 2030. Winter recreation activities and opportunities should be expanded including cross country skiing, snowmobiling, trail heads and signage.

Amendments:

- Oil and Gas Leasing Plan Amendment – 1993: Amendment (3/2) Oil & Gas Leasing Analysis amends the Forest Plan to designate 951,450 acres of the Forest with high and moderate oil & gas potential as available or not available for leasing. Those available for leasing are further divided into lands with standard lease, lands with no surface occupancy, lands with controlled surface use, and lands with timing limitations. Leasing availability on the remaining 2,001,736 acres of low oil & gas potential National Forest system lands will be determined on a case-by-case basis. The Amendment also changes a number of Forest Plan general direction, standards, and guidelines.
- MIS Plan Amendment – 2005: This amendment revises the list of MIS species in the the 1983 Forest Plan (amended in 1991) and revises language in the Forest Direction and Standards and Guidelines for Management Areas, and the Monitoring Plan. MIS or Management Indicator Species are “plant and animal species, communities, or special habitats selected for emphasis in planning, and which

are monitored during forest plan implementation in order to assess the effects of management activities on their populations and the populations of other species with similar habitat needs which they may represent (FSM 2620.5). The GMUG Forest Plan has been amended with a revised MIS list to include the following species: Elk, Abert's Squirrel, Brewers Sparrow, Northern Goshawk, Merriam's Wild Turkey, Pine (American) Martin, Red-naped Sapsucker, and Common Trout.

- Fire Use Plan Amendment – 2007: 2007 Fire Use Forest Plan Amendment modifies fire management policies which will allow fire managers to manage certain lightning caused fires for resource benefits on the GMUG National Forest, if prescriptive conditions are met.
- Energy Policy Act Plan Amendment – 2009: The Energy Policy Act (EPAct) of 2005 Section 368 Westwide Energy Corridors Programmatic Environmental Impact Statement (PEIS) and Record of Decision (March 4, 2009) amends forest plans for the Arapaho/Roosevelt, San Juan, Pike/San Isabel, Grand Mesa/Uncompahgre/Gunnison, and Medicine Bow/Routt National Forests to include one or more designated Section 368 corridors. The 368 corridors are the preferred location for rights-of-ways and special use authorizations for the development of future energy transportation projects on National Forest System (NFS) lands to locate oil, gas, and hydrogen pipelines, and electrical transmission and distribution facilities. The ROD also includes Interagency Operating Procedures (IOP), which are similar to Forest Plan standards. These designated corridors are defined by centerline, width, and compatible uses. The centerline is designated by the State map included as an appendix to the ROD. The width is defined in the ROD.

Forest Plan Revision, Draft Assessment Reports

Timeline:

Date	Planning Effort
*June 2, 2017	Notice of Intent to Initiate Assessments - Formal notification in the Federal Register of the beginning of the assessment of Forest resources for the Plan Revision.
*January 28, 2018	Assessment - Evaluation of existing and relevant data and information to assess sustainability of social, economic and ecological resources within the plan area and a broader landscape. Beginning of public participation. Publication of assessments.
Winter 2017/2018	Need To Change - Highlights specific parts of the 1983 Forest Plan to be updated or supplemented in the revised Plan.
Spring 2018	Notice of Intent to Revise the Forest Plan - Formal notification in the Federal Register to revise the land management plan. Initiates a public comment on the Proposed Action.
Spring 2018	Propose Action/Proposed Plan - The Proposed Plan will be published as the Proposed Action for public comment, to the extent that plan components are ready. Some aspects of the Proposed Action may be less specific until the Planning Team gleans more public feedback.

Spring 2019	Draft EIS - Development of a draft Environmental Impact Statement (EIS) that analyzes the effects upon the environment of each of the plan alternatives. Published for public comment.
Spring 2020	Final EID and Draft Decision - Based on public feedback on the Proposed Plan and Draft EIS, preparation of Final EIS and Draft Decision.
Summer 2020	Objection process - Before the agency adopts the Proposed Plan as the new Forest Plan, the public may formally object to aspects of the Draft Decision.
Fall 2020	Final Decision - Made by Grand Mesa, Uncompahgre & Gunnison National Forests Supervisor. Plan moves into implementation and monitoring.

*Indicates a Completed Step

Scope:

Each National Forest and Grassland operates under management identified in a Forest Plan. The Forest Plan Revision process is guided by the 2012 Planning Rule, which guides the development, amendment, and revision of land management plans for all units of the National Forest System. The planning rule is designed to , “ensure that forest plans provide for the sustainability of ecosystems and resources; meet the need for forest restoration and conservation, watershed protection, and species diversity and conservation; and assist the Agency in providing a sustainable flow of benefits, services, and uses of NFS lands that provide jobs and contribute to the economic and social sustainability of communities.”²

The revision process takes the opportunity to implement the best available science and meaningful public involvement to evaluate forest management practices and planning. The current forest plan was approved in 1983 and has been amended five times, this revision seeks to assess the current state of forest resources and update planning for the future. This revision process covers all of the Grand Mesa, Uncompahgre and Gunnison National Forests.

Relationship to Master Plan:

A large portion of the Grand Mesa, Uncompahgre and Gunnison National Forests lie within Delta County. Trails and recreation opportunities afforded by these forest areas are essential to planning and understanding for a Delta County trails master plan. Regulations, community desire and land use types are essential to understand in order to plan in concert with the forest service.

The draft assessment reports give detailed information about the resources within the Grand Mesa, Uncompahgre and Gunnison National Forests. At the time of writing this plan, there are not updated policy and planning amendments.

² Department of Agriculture, Forest Service. 36 CFR Part 219. RIN 0596–AD02. National Forest System Land Management Planning. Federal Register / Vol. 77, No. 68 / Monday, April 9, 2012 / Rules and Regulations

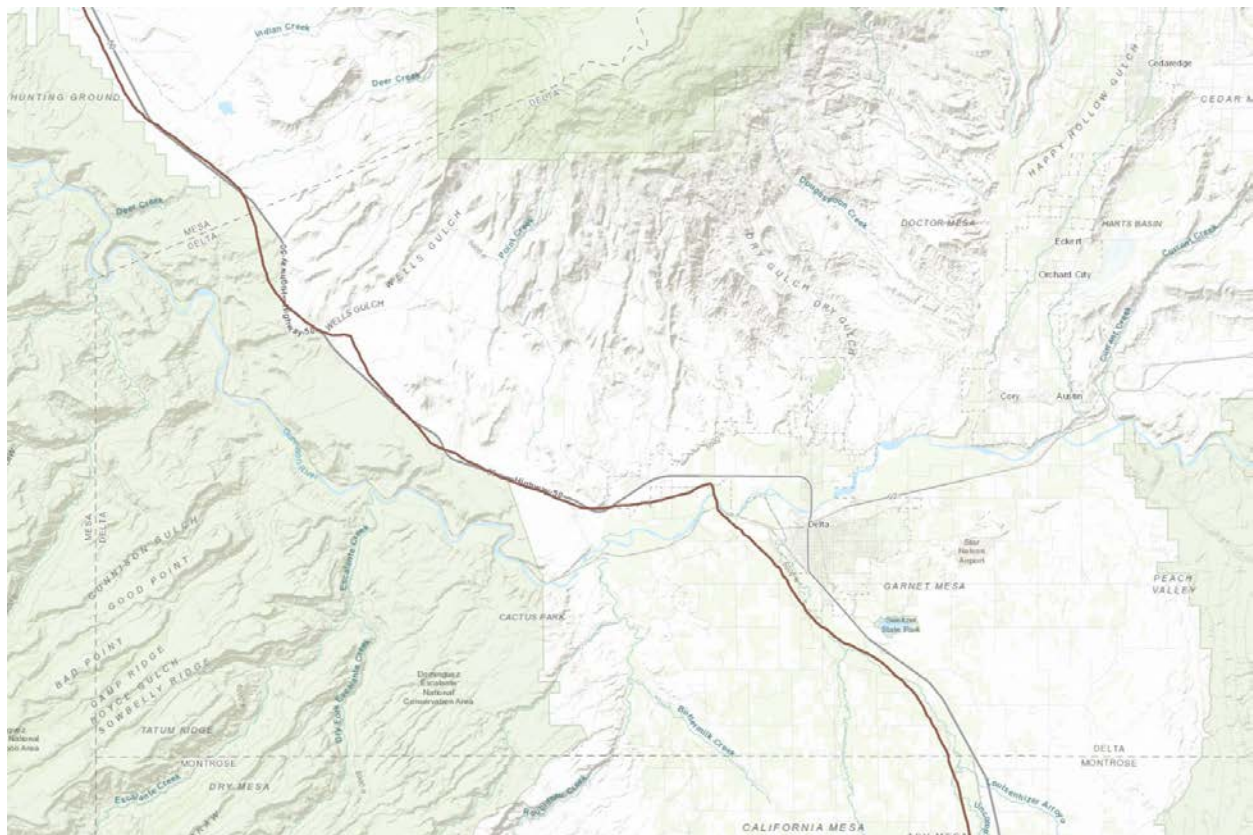
Trails and Byways with National and State Designations

Old Spanish National Historic Trail Final Comprehensive Administrative Strategy

Scope:

Comprehensive plans for national trails are long-term documents that provide a vision for the future of the trail, including an administrative philosophy and a framework to be used in making future decisions and solving problems. Like other comprehensive planning documents that focus on the administration of national historic trails, this comprehensive administrative strategy will provide administrative guidance for approximately the next 15–20 years. The purpose of this comprehensive administrative strategy is to establish the administrative objectives, protocols, processes, and management guidelines necessary to fulfill preservation and public-use goals for the Old Spanish National Historic Trail, as established in the National Trails Systems Act.

The trail corridor is informally considered by the National Park Service to lie five miles on either side of the centerline of the trail alignment to include the nearest elements of the viewshed, parts of the cultural landscapes, landmarks, and traditional cultural properties near the trail. The Bureau of Land Management follows direction from their trail administration manual to establish a trail corridor.



Relationship to Master Plan:

“Trail administrators efforts will focus on providing a wide range of recreational opportunities. Trail administrators will assist landowners and managers to develop trail-related activities such as hiking,

equestrian, pack train, and wagon uses of appropriate sections of the trail. As resources permit, trail administrators will provide technical assistance including planning, project design and review, development, and interpretive programs. Where recreation programs are already established or where established programs involve historic sites and/or segments associated with the Old Spanish Trail, trail administrators will develop trail-related interpretive programming to augment the current recreation experience.

Trail administrators will seek and give priority to opportunities for coordinating trail route and recreation projects. These opportunities will include existing local and regional route designations such as scenic byways; local recreation trails; and local, regional, state, or federal recreation areas. Trail administrators will include recreational opportunities that preserve the sense of remoteness and lead to exploration, discovery and adventure, and activities symbolizing high values for the Old Spanish National Historic Trail.

Trail administrators will consider and promote the development of a variety of use options. It will also promote programs that segregate uses where feasible. Recreation use modes will be planned to coordinate and complement existing local and regional trail, greenway, and recreational route modes. Motorized vehicle recreation (two-wheel and single-track, as well as four-wheel) is widely enjoyed in the region crossed by the trail. Where appropriate, trail administrators will promote and support motorized vehicle use only on designated travel routes on public lands or on segments of routes on nonfederal lands that are designed, managed, and maintained for such uses. Motorized vehicle use on historic route alignments will be discouraged.

Administrators will develop programs that connect with existing recreational trails. To promote the broadest range of trail experiences, trail administrators will support the development of recreational opportunities, including affording access to underwater segments through interpretation, water-based transport, on-water signage, and other management strategies. Trail administrators will also support the development of local tour routes as well as local, regional, and trail-wide bicycle tour routes on existing roads on approved and designated supporting travel routes.”

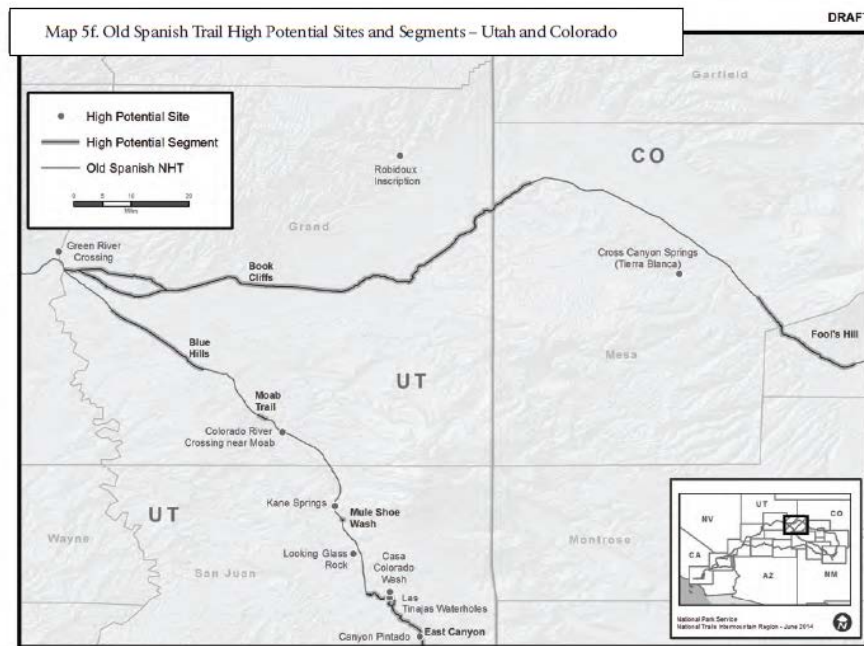
High Potential Sites

High potential sites are those historic sites related to the route or sites in close proximity thereto, which provide opportunity to interpret the historic significance of the trail during the period of its major use; criteria for consideration as high potential sites include historic significance, presence of visible historic remnants, scenic quality, and relative freedom from intrusion. High potential segments are those segments of a trail that afford high-quality recreation experiences along a portion of the route having greater-than-average scenic values or affording an opportunity to share vicariously the experience of the original users of a historic route.

Fool’s Hill

“It was not until the removal of the Utes, a result of the cession of land in 1873, that settlement was opened up in Western Colorado. With the discovery of gold in the San Juan Mountains large numbers of American miners surged into the area to seek their riches. With the growth of mining related

population, growth occurred in the Uncompahgre Valley with farmers and merchants arriving to support the mines. The Wagon Road is quite visible in the Fool's Hill area of Delta County. The Road was constructed in the mid 1870's as a way to move freight from Grand Junction over to Delta. Ruts from the Road are visible along the top of Fool's Hill, as well as the stretch into Wells Gulch. There are also ruts from the Gunnison Expedition that are visible from Wells Gulch to the top of Fool's Hill.³



34

Sites that May be Eligible for Inclusion – Delta County

Grand River Crossing
(Gunnison River)

Ferganchick Orchard Rock Art Site
Western Archaic, Uncompahgre Complex, Ute

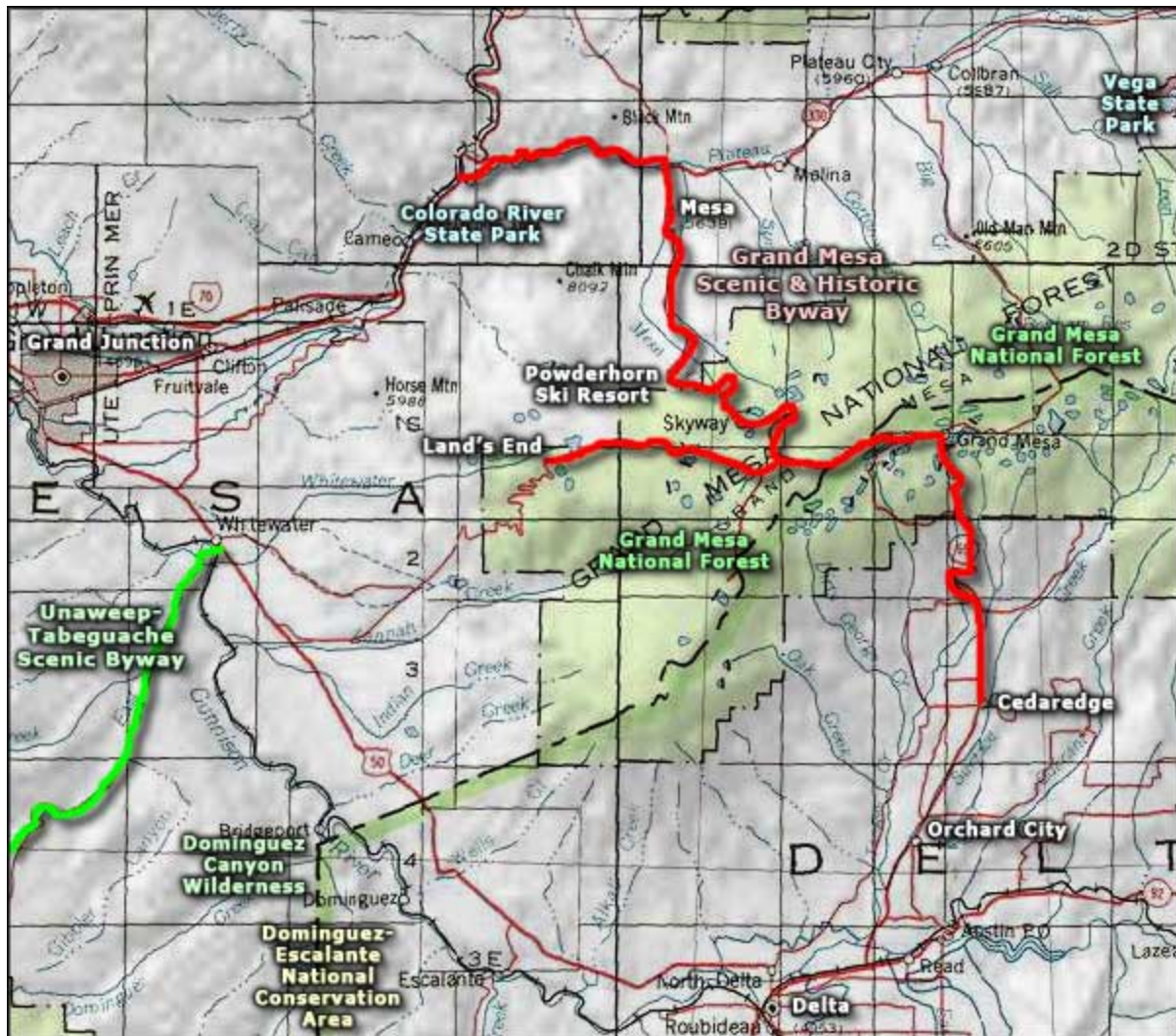
Grand Mesa Scenic and Historic Byway Corridor Management Plan

Scope:

A corridor management plan incorporates diverse interests needed to manage a byway, such as marketing, interpretation, and management into one cohesive document. By establishing community-based goals and strategies, it identifies gaps in management of the byway, coordinates member responsibilities, and develops an action plan for future work. The plan help to respond to management changes in harmony with the original byway vision. Corridor management plans consider and prioritize the interests of all scenic byway users and stakeholders, including tourists, residents, and commercial

³ <http://fortuncompahgre.org/delta-area/>

interests, and federal, state, and local groups that manage the road and associated resources of the corridor.



Relationship to Master Plan:

Implementation of short trails in interpretive stops, updates of trailheads and trailhead information, and the implementation of interpretive information about Grand Mesa Scenic and Historic Byway.

Goals and Objectives of the Grand Mesa Byway

Establish byway corridor management recommendations for preservation, enhancement and/or improvement of resources, infrastructure and facilities.

- Meet requirements of Americans With Disabilities Act (ADA).
- Develop recommendations for a comprehensive trail plan on the Grand Mesa.
- Work with existing laws and regulations for preservation, enhancement and improvement of the byway.

Market and promote the byway's unique attributes and year-round opportunities.

- Identify desirable target populations, define key markets, and take capacity into consideration.
- Increase focus on winter use.

Action Plan, regarding trails and recreation

Goals	Objectives	Priority and Strategies
Evaluate existing visitor services and plan, as needed, for an increase in local, state, national, and international visitors due to national byway designation.	Monitor visitor impact to byway resources, environment and economy.	<ul style="list-style-type: none"> • Determine use and condition of trails, recreation facilities, and other infrastructure.
Preserve and protect the intrinsic resources of the byway	Develop recommendations for a comprehensive trail plan.	<ul style="list-style-type: none"> • Meet with local trail groups for their recommendations • Re-apply for State Trail Plans Grant • Apply for \$50,000 match from Great Outdoors Colorado for Crag Crest Trail.
Provide orientation signage and materials to inform corridor users, enhance scenic and recreational experiences, and encourage a safe experience for all visitors.	Meet ADA requirements.	<ul style="list-style-type: none"> • Do ADA assessment including recommendations to meet requirements for recreational sites and long-term costs.
Interpret the significance of grand Mesa's intrinsic resources and instill a sense of history and perspective in visitors.	Choose portions of the interpretive plan to implement on the byway and priorities such as; historical land acquisition, resource protection, ranching, farming, water rights and recreational use.	<ul style="list-style-type: none"> • Study and update report according to present needs and/or interests of byway. • Develop interpretative walks.

Trails

- Views Interpretive Trail at Lands End Observatory
- County-line Cross-Country Ski Trailhead
- Crag Crest West Trailhead – East of Highway 65
- Crag Crest East Trailhead – South of Forest Service Road 121
- Raber Cow Camp Interpretive Site/trail
- Lands End Road Snowmobile Trailhead
- Skyway Winter X-Country Ski Trailhead
- West Bench Trailhead

- Mesa Lake Back Country Ski Trailhead
- County Line X-Country Ski Trailhead
- Land of Lakes Overlook Trail – West side of Highway 65

West Elk Loop Scenic and Historic Byway Corridor Management Plan (2000)

Scope:

The byway itself and the byway corridor area. This area includes both those lands visible from the Byway and those lands containing notable features that are not in view of the Byway but within close proximity and likely for Byway travelers to visit.

Relationship to Master Plan:

West Elk Byway begins in Garfield County in the rapidly growing community of Carbondale in the Roaring Fork Valley between Glenwood Springs and Aspen. From here, one travels south up the Crystal River Valley into Pitkin County on Colorado State Highway 133, through the historic community of Redstone to McClure Pass (elevation 8,755 feet). At McClure Pass the Byway crosses into Gunnison County, descending south into the Muddy Creek drainage and then west into the upper North Fork Gunnison River drainage (North Fork Valley). On the way it passes through the small mining town of Somerset. It then enters Delta County and continues through the fruit growing communities of Paonia and Hotchkiss. At Hotchkiss the Byway turns south on Colorado State Highway 92 and climbs gradually upward to the Town of Crawford. Just beyond Crawford State Park a spur road leads to the north rim of the Black Canyon of the Gunnison National Park. Beyond this spur road the Byway passes into Montrose County, continues south and skirts the Black Canyon of the Gunnison in Curecanti National Recreation Area (NRA). Here, it crosses back into Gunnison County, continues to U.S. Highway 50, then proceeds east along the Gunnison River to the Town of Gunnison. At Gunnison the Byway turns north on State Highway 135, passes through the small resort town of Almont, and on to the historic mining town of Crested Butte. At Crested Butte the Byway follows Gunnison County Road 12 west, up and over Kebler Pass (elevation 9,980 feet) on an improved gravel road, to rejoin State Highway 133 in the upper North Fork Valley east of Paonia, near Paonia Reservoir.

The plan inventories road shoulders, right-of-way conditions, CDOT plans for road widening/improvement projects which might facilitate development of a bike lane, and existing trails with the purpose for planning for the establishment of nonmotorized trail on, or adjacent to, the Byway.

Byway Trail Recommendations

Hwy. 133 – Kebler Pass Road to Hotchkiss

- Use Highway 133 to east of Paonia where improvements end.
- Designate a county agricultural road through the valley from east of Paonia to Hotchkiss as an alternate, non-motorized trail route (mountain bikers, hikers and equestrians).
- Implement special signage to alert drivers that Highway 133 remains a “shared road” (road cyclists).

Hwy. 92 – Hotchkiss to Crystal Valley

- Designate portions of county ranching roads from Hotchkiss to Crawford as alternate, non-motorized trail routes.
- Continue to use Highway 92 (generally open and straight) while working with Delta and Montrose Counties, and CDOT to develop a combination roadside-existing county road trail.

Hwy. 92 – Crystal Valley to Hwy. 50

- Designate the Hartman as an alternate, non-motorized trail for this segment.
- Implement special signage to alert drivers that this is a “shared road.”

Hwy. 50 – Hwy. 92 to Gunnison

- Use existing paved 6’-8’ shoulder throughout.

State Wildlife Area Comprehensive Plan

Colorado’s Comprehensive Wildlife Conservation Strategy (CPW 2006)

Scope:

Serves as a blueprint for conservation and provides a catalog on the status of the knowledge about native wildlife and plants, threats to the habitats upon which they depend, and strategies to lessen, mitigate, or manage those threats. The SWAP reflects the data that currently exist for Colorado species and their habitats and the collective judgment of many of Colorado’s scientists, as well as the interests and concerns of citizens with a stake in Colorado wildlife conservation.

Relationship to Master Plan:

Delta County contains important aquatic and terrestrial habitat. These zones should be considered when implementing trails and recreation management plans.

Figure ES 5. Priority watersheds for aquatic Tier 1 SGCN.

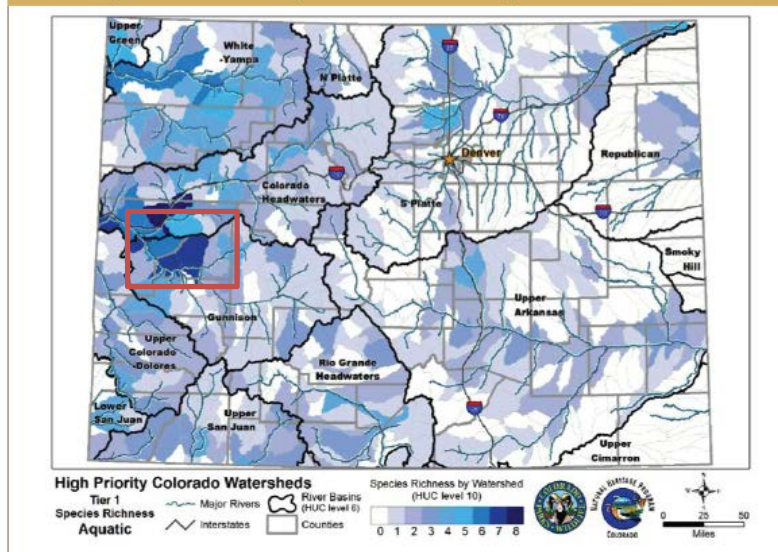
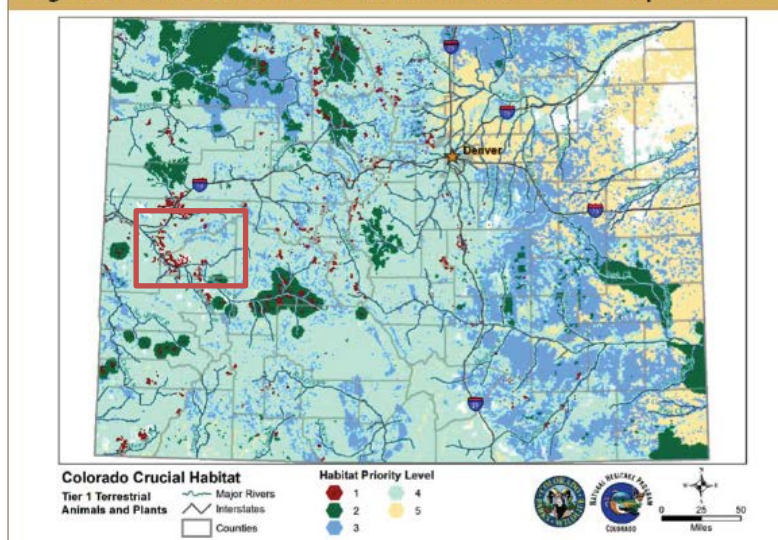


Figure ES 6. Crucial habitat for Tier 1 terrestrial animal and plant SGCN.



Gunnison Sage Grouse Conservation Plan

Crawford Area Gunnison Sage-grouse Conservation Plan (March 2011)

Scope:

“The working group” The Crawford area Gunnison Sage-grouse Working Group is composed of landowners, sportsmen, interested citizens, and representatives from non-governmental organizations, land management agencies, and local government. The group’s mission is to address the decline of GUSG numbers in the Crawford population and the long term security and sustainability by maintaining a healthy landscape for the species plus other resource values and uses in the Crawford area GUSG habitat

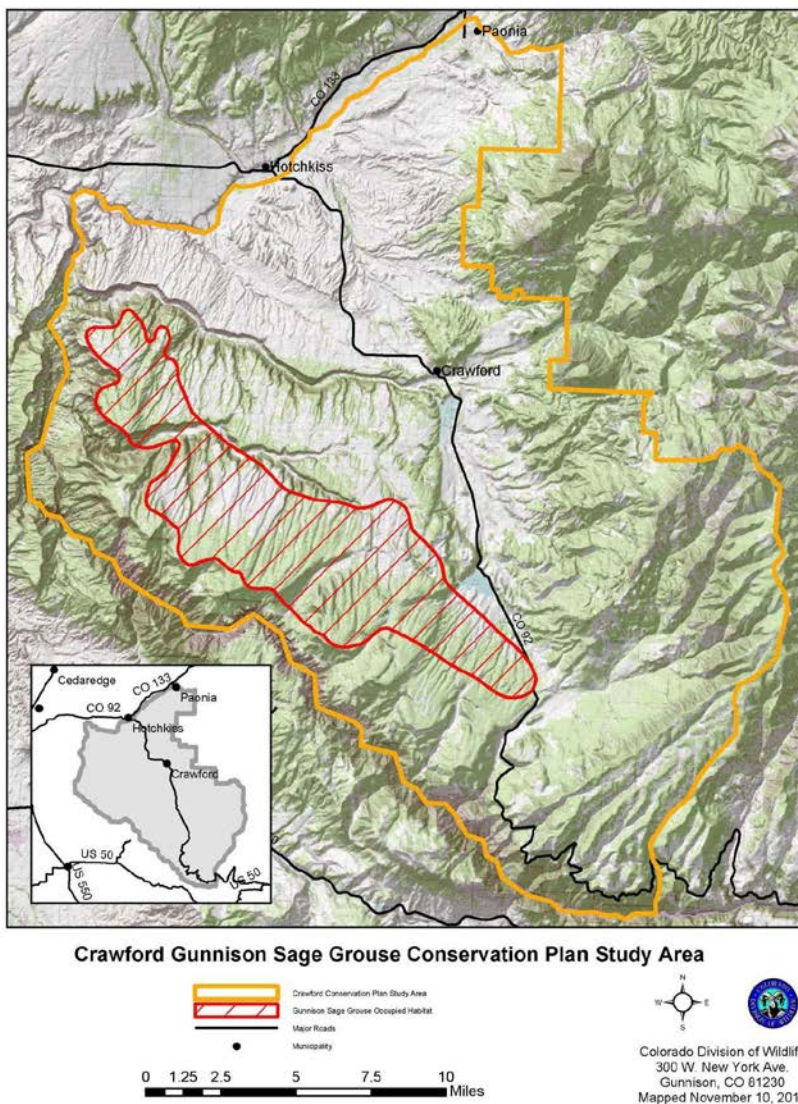


Figure 1. Map of Conservation Plan Boundary

Relationship to Master Plan:

Other important resource values and uses that occur in this area are: 1) major deer and elk range; 2) livestock grazing, both cattle and sheep; 3) recreation which is fairly high due to the proximity of the Black Canyon of the Gunnison National Park and Gunnison Gorge National Conservation Area; and 4) big game hunting and shed antler collecting in the late fall and spring, respectively.

Recreation activities are considered a high risk to Gunnison Sage grouse populations. Sage grouse are not presently hunted at Crawford and there is no organized watchable wildlife viewing for the species within the boundary of the area. Other recreational use of the area such as big game hunting, blue grouse hunting, and predator hunting are not thought to be negative although accidental take may occur. Use of all terrain vehicles has the potential to negatively impact sage grouse, especially in winter. However, much of the area is seasonally closed to all terrain vehicles, primarily to preclude disturbance of big game. Trails, due to their slow speeds tend not to effect sage grouse life span.

Delta County Master Plan

Delta County Master Plan (Delta County 1996)

Scope:

The master plan is an advisory document – lacking regulatory and restrictive powers – it provides coordinated guidance and direction for meeting community challenges, inventories and catalogs resources and challenges, and recommends activities the County can undertake to implement citizen's collective vision for the future.

Relationship to Master Plan:

Goal - Preserve the rural lifestyle, landscape, natural environment and unique physical characteristics of Delta County through programs that provide an equitable balance of preservation and respect for individual property rights.

Setting – Delta County is a rural community and is viewed by the community as a place where hard-work, self-reliance, honesty, involvement in civic activities and caring for their neighbors are valued.

Issues	Policies	Implementation Strategy
Density – How many people can each planning area support and what infrastructure is needed to support this population?	<ul style="list-style-type: none">Establish a range of densities appropriate for each planning area within the county.	<ul style="list-style-type: none">Objectively define rural population and recommend each planning area establish density levels appropriate to its circumstances.Prepare public information on the pros and cons of density and regulations.Plan infrastructure, capital improvements and service delivery programs tailored to

		meet rural needs.
Natural Resources – can growth and natural resource protection be equitable accommodated?	<ul style="list-style-type: none"> • Inventory and classify the physical features and environmental resources of the county. 	<ul style="list-style-type: none"> • Map, analyze, and describe natural areas including their risks and benefits. • Establish criteria for evaluating the impact of new development. • Establish areas as more or less suitable for development.
Rural Sprawl – Can have a negative effect on the character of a rural landscape, does the county have the resource to mitigate this?	<ul style="list-style-type: none"> • Identify the developmental pressures that could threaten the preservation of the important physical features and environmental resources of the county. • Develop programs and resources that provide compensation and/or incentives to landowners who preserve resources and restrict development. • Utilize existing regulations to preserve and protect the significant physical features and environmental resources of Delta County. 	<ul style="list-style-type: none"> • Collaborate with agencies and groups associated with resources to identify land uses which are at conflict with preservation. • Develop mitigation standards and/or restrictions for new development. • Prepare a resource manual with incentives and compensation. • Develop a Resource Preservation Program with an expedited review process for landowners who elect to preserve natural resources. • Develop a Landowner Outreach Program. • Inventory and review existing regulations. • Develop a local planning area review process.

Goal – Promote and maintain a stable and diversified economic base that builds on local resources to sustain and expand existing businesses and create new business opportunities that are compatible with the quality of life valued by the residents of Delta County.

Setting – The County has a range of economic opportunities but has a history of “boom bust,” cycles and conflict between environmental conservation and economic goals. The resilience of the master plan is intrinsically tied to the economic stability of the County.

Issues	Policies	Implementation Strategy
Declining extractive industries	<ul style="list-style-type: none"> • Encourage retention and expansion of existing 	<ul style="list-style-type: none"> • Research how the County can support expansion and

	businesses. Encourage new business opportunities such as recreation, commercial and industrial enterprises.	attract new businesses.
Economic and Environmental Preservation/Conservation conflict	<ul style="list-style-type: none"> • Economic development planning requires different skills and experience from land use planning. The primary responsibility for economic development lies with focal, regional organizations and the private sector. • Coordinate economic development goals with the goals of the master plan. 	<ul style="list-style-type: none"> • The County must give clear direction planning committees and County Staff that the responsibility for economic development planning lies with the local organizations that possess that expertise. • Provide a liaison between those involved in economic development planning and those involved in Master Planning. • Share the general criteria developed herein.

Delta County Master Plan 2017, Ongoing

Timeline:

Date	Planning Effort
* 2017	Development of County Vision and Goals
2017	Development of a DRAFT Future Land Use Plan and Maps
2017	Public and Planning Commission review of the DRAFT Master Plan
2018	Adoption of the Master Plan

Scope:

The Master Plan provides direction for decisions about economic development, land use and development, infrastructure and facilities planning, and methods and means for coordination with partner agencies and governmental organizations designed to implement the goals and objectives identified in the planning process.

Relationship to Master Plan:

The Delta County Master plan places a high value on recreation assets within the county “Outdoor recreation on public lands is one of the county's greatest assets both for attracting visitors and as a major contributor to quality of life. To become more competitive, the Delta County must continue to invest in its community, agricultural and recreational assets.” The document also plans for the expansion and support of recreation activities within the county. The plan explicitly calls for the creation, adoption and promotion of new trails and trail networks.

City and Town Scale Master Plans

City of Delta Comprehensive Plan Update (City of Delta 2008)

Scope:

This comprehensive plan is an update of the adopted 1997 City of Delta Comprehensive Plan. The plan concerns the City of Delta and a three mile planning radius around the municipality. The plan addresses the relationships between the physical layout of the community, economic development, public facilities, the provision of government services and preservation of Delta's role as a regional center. The plan provides a framework for managing growth in a manner that attempts to preserve and enhance the quality of life while fostering a healthy economy. While the plan is an advisory document only, it is the basis for revising existing regulations and/or enacting new regulations and guiding project review recommendations. The plan affects new development and existing development. The plan attempts to strike an appropriate balance between the exercise of individual property rights, the environment, and achieving the common vision.

Relationship to Master Plan:

Desired Future Condition, Policies and Action Items

Desired future condition - The City of Delta's atmosphere, historic character, pedestrian scale and agricultural heritage of Delta are preserved and enhanced. New development and redevelopment in older parts of Delta are visually compatible with historic character and pedestrian scale, and streetscapes are attractive.

Policy	Action Item
Good design is appropriate in key areas of Delta to preserve and enhance community character and to foster economic development.	Coordinate with CDOT to beautify U.S. 50 and State Highway 92 coming into town.
Encourage more aesthetic streetscapes such as street edge landscaping (including street trees), benches, gardens, ornamental light fixtures, hanging flower baskets, banners and works of art.	

Desired future condition - Growth and development are managed to preserve and enhance the quality of life that makes Delta an attractive place to live and visit. The downtown core is revitalized as a walkable village center with a well-designed mix of residential and commercial uses that serve both residents and visitors. Edges of the community are clearly defined by surrounding agricultural land and future growth is concentrated within the present City boundaries.

Policy	Action Item
Growth will be controlled preserving green spaces at critical locations.	
Downtown should become a mixed use area with	Amend the land use code to include a new mixed

single family and multi-family residences, offices and retail establishments that serve the needs of residents and tourists.	use district in the downtown area with appropriate land uses and design guidelines.
--	---

Desired future condition - Retail, manufacturing, agriculture, tourism and recreation are major components of a strong and sustainable year-round economy that is maintained through cooperation between local businesses, the City of Delta, Delta County and state and federal agencies. Anchored by a healthy, vibrant downtown, the local economy enhances City tax revenues, serves basic needs of residents and provides goods and services that attract tourists while maintaining Delta's historic Main Street atmosphere.

Policy	Action Item
Work with the Chamber of Commerce and other economic development groups to attract new businesses and to improve promotion of Delta, including downtown festivals.	Prepare a detailed downtown development plan. Encourage new businesses.

Desired Future Condition - The transportation system promotes safe vehicle and multi-modal transportation options for residents and visitors, including pedestrian and bicycle circulation through an interlinking network of sidewalks and trails and provides for the efficient distribution of goods and services. Parking in the downtown area is adequate for residents, businesses and visitors, and a public transit system provides an appropriate level of service within Delta, and between Delta, the Gunnison River Valley, Montrose and Grand Junction.

Policy	Action Item
Improve the City's road system to handle additional traffic as well as to improve internal circulation and pedestrian, bicycle transportation.	<ul style="list-style-type: none"> Implement the City's master road plan. Implement the plan over time using funding from the City's capital budget and grants as well as road construction in conjunction with new development. Connect Pioneer Road north to Stafford Lane. Install better signs with a map of major roads advertising Delta. Redesign Main Street once the bypass is constructed to create a more pedestrian friendly street with angle parking, enlarged planters, trees and flowers, and public art.
Implement the Gunnison Valley Regional Transportation Plan over the next 20 Years	City of Delta Circulator within the City of Delta-- This project was a recommendation made in the Transit Development Plan. Intersection between US 50 and SH 92--The improvements to this intersection within the City of Delta include replacing the surface material and upgrading the controls.

The City and County will develop a joint transportation plan for the 3 mile planning area.	
--	--

***Draft, Parks, Recreation, Open Space, and Trails Master Plan, City of Delta, Colorado
(December 2017)***

Scope:

Master Plan for parks, outdoor recreation, open space, and trails created to identify needs and establish priorities for future actions and investments. This comprehensive Parks, Recreation, Open Space and Trails Master Plan guides departmental budget recommendations over the next 10 to 20 years, and assists in obtaining additional funding and grants. The plan establishes a long-term vision with new outdoor recreational opportunities, which will continue to provide a high quality of life for residents, as well as attract new families, visitors and employers to Delta. This plan sets forth recommendations to improve the existing parks and recreation system while also identifying opportunities and strategies to provide parks and recreation opportunities to all citizens – present and future. This plan can also help leverage the city’s parks, recreation, trails and open space system to achieve broader community goals, such as public health and safety, community pride, and economic development.

Relationship to Master Plan:

The Draft, Parks, Recreation, Open Space, and Trails Master Plan, for the City of Delta, outlines the current state of recreation and trails resources within the city and planning area of the City of Delta. In the context of the Delta Country Trails and Recreation Master Plan it is most important to capture which trails are being proposed within the City of Delta based on community feedback and planning measures so those trails are well reflected and connected to the wider region.

Vision, Goals and General Actions

- 1.) Distribute Parks throughout the community to provide access to parks for all residents.
- 2.) Upgrade and further develop existing community parks/open space properties.
- 3.) Provide residents with parks and outdoor recreation facilities that are attractive, safe, durable, comfortable and well maintained.
- 4.) Provide off-street multi-purpose trails to key destinations and create interconnected trail loops.
 - a. Developers should dedicate and construct the trail system shown on the master plan map as development occurs.
 - b. Require developers to provide integrated bicycle, pedestrian and secondary trail systems in future development plans with internal and external connections.
 - c. Route trails near natural environments, ditches, and rivers where possible to enhance the recreational experience, while also respecting buffer zones that are needed to protect sensitive habitats.
 - d. Complete critical off-street trail connections in the near term:
 - i. Garnet Mesa Trail Extension to Mountain View/Schools
 - ii. Gunnison River Trail (US50 to Cottonwood Park)
 - iii. Mountain View Park to Sweitzer Lake Canal Trail

- e. Work with Delta County, CPW, schools, and other partners to refine and build out a city-wide spine system of trails to serve all of Delta.
 - f. Define trail and trail corridor dimensional and design standards.
- 5.) Add new opportunities for family oriented outdoor recreation activities in Delta.

High Priority Trails and Connections

The high priority trails identified by this plan connect to key destinations throughout the community and provide unique recreational experiences.

- Gunnison River Trail (US50 to Cottonwood Park north bank) - This trail is proposed to connect the existing trail east of Confluence Park to Cottonwood Park. It would be located primarily along the north bank of the Gunnison River, and begins with building a trail under the south end of the US50 Bridge.
- Trail from Mountain View Park to Sweitzer Lake (Uncompahgre Valley Water Users Association Canal) - a proposed crushed gravel trail that would connect Mountain View Park, Delta High School, and Sweitzer Lake State Park, primarily using the maintenance road along Uncompahgre Valley Water Users association canal.
- Garnet Mesa Trail to Mountain View Park - This segment of trail would combine on and off-street features to connect the Garnet Mesa Trail to Delta High School and Mountain View Park.
- On-street Connections - Connecting the east and west neighborhoods in downtown with bicycle-friendly paths or on-street bike lanes are prioritized at Palmer Avenue, Grand Avenue, 6th Street providing a safer route to Confluence Park and Cleland Park, as well as to schools and destinations in the downtown. Delta should consider adding a pedestrian/bicyclist activated signal at 1st street, at 5th Street at the new US50 bypass to provide access to Kellogg Street, and crossing should be considered at 9th, 4th, and 2nd Streets. The city should continue to work on specific design solutions to create a bicycle-friendly network through the downtown, which may require changing angled parking to parallel parking in limited locations.

Other Trails and Connections

- Gunnison River Trail (southbank)
- Garnet Mesa Trail Extension to South
- Canal Trail (North of Mountain View Park)
- North Delta Canal Trail
- Gunnison River Trail (West of Confluence Park)
- Pioneer Road to Stafford Lane to the Gunnison River
- Future trail connections to Montrose and west towards Grand Junction

Town of Cedaredge Master Plan (Town of Cedaredge Amended 2017)

Scope: The town of Cedaredge and immediate surroundings.

Relationship to Master Plan:

Cedaredge has a mixed used land pattern which would be enhanced by alternative transportation networks supporting walkability and biking. As identified in the master plan, sidewalks and trails are particularly needed along East Mail Street, NW Cedar Avenue, SW 11th Avenue, SE Independence Avenue, with extensions of the Surface Creek Trail and the Grand Mesa Gateway Trail. Recently Cedaredge was awarded a GOCO \$28,000 mini grant for Surface Creek Trail Extension.

“The most important attraction and amenity appear to be the availability of vast, high quality, public open space. “

Plan Elements

Land Use – mix of compatible uses on a small community scale. Street-scaping and community revitalization, creation of walking districts

Open space/recreation – Greenspace expansion, new neighborhood parks, north south extension of surface creek trail connection to Grand Mesa Trail. Developer requirement to dedicate land to parks trails and public purposes. Public designation for lands adjacent to the Surface Creek corridor. New trails should be developed with care to respect neighbor’s privacy and private property. Mitigation efforts should be made.

Economic Development – Agriculture should be promoted and protected for economic, aesthetic and cultural reasons. Open space amenities are essential to Cedaredge’s evolving economy.

Transportation – Citizens have indicated the need for improvement of town streets, street lighting, sidewalks, and signage. Internal circulation and connections with surrounding communities is important to community success. Pedestrian improvements should be made to the town’s central core. Alternative transportation should be made to the Surface Creek Trail expanding the recently funded amenity. Support ADA accessibility when implementing or repairing sidewalks. Focus on pedestrian safety creating cross walks and pedestrian right of ways.

Hotchkiss Master Plan

Scope:

The Hotchkiss Master Plan covers Hotchkiss and the surrounding community within a three mile radius. Focus is placed only to areas “felt most likely to grow and ultimately become part of the town.”

Relationship to Master Plan:

Major arterials within the town are Highway 92/Bridge Street, Highway 133, Cedar Street and 4th Street. The plan has goals to:

- Increase pedestrian and vehicular safety and efficiency, creating a pedestrian friendly environment.
- Improve sidewalks, cross walks, traffic lights, trails, signage and speed safety limits.
- Require developers and changes to existing structures to include trails in development plans/construct or repair sidewalks
- Construct new ADA compliant sidewalks
- Explore an integrated transportation system which addresses various modes of transportation
- Implement a downtown redevelopment and streetscape plan.
- Offer a wide-range of year round recreation activities for all ages.
- Create a parks plan including a trail/bike path plan and the placement of pocket parks.
- Complete a planned trail from Hotchkiss Middle School to Hotchkiss High school
- Create a trail system and facilities at Hotchkiss Waste Water Treatment Facility.
- Actively promote tourism and outdoor recreation opportunities

The Paonia River Park Project Master Plan (March 2009)

Scope: Paonia River Park, east of Highway 187 Bridge, extending upstream approximately half of a mile, encompassing 24 acres.

Relationship to Master Plan: Proposes a riverside trail connecting Volunteer Park to Paonia River Park. The park provides in town recreation and a connection to the river. Agreed upon facilities include handicap access, worn, obstacle free foot paths for wildlife viewing and a ban on motorized transportation. The park is adjacent to Paonia High School.

Appendix D – DEMOGRAPHICS

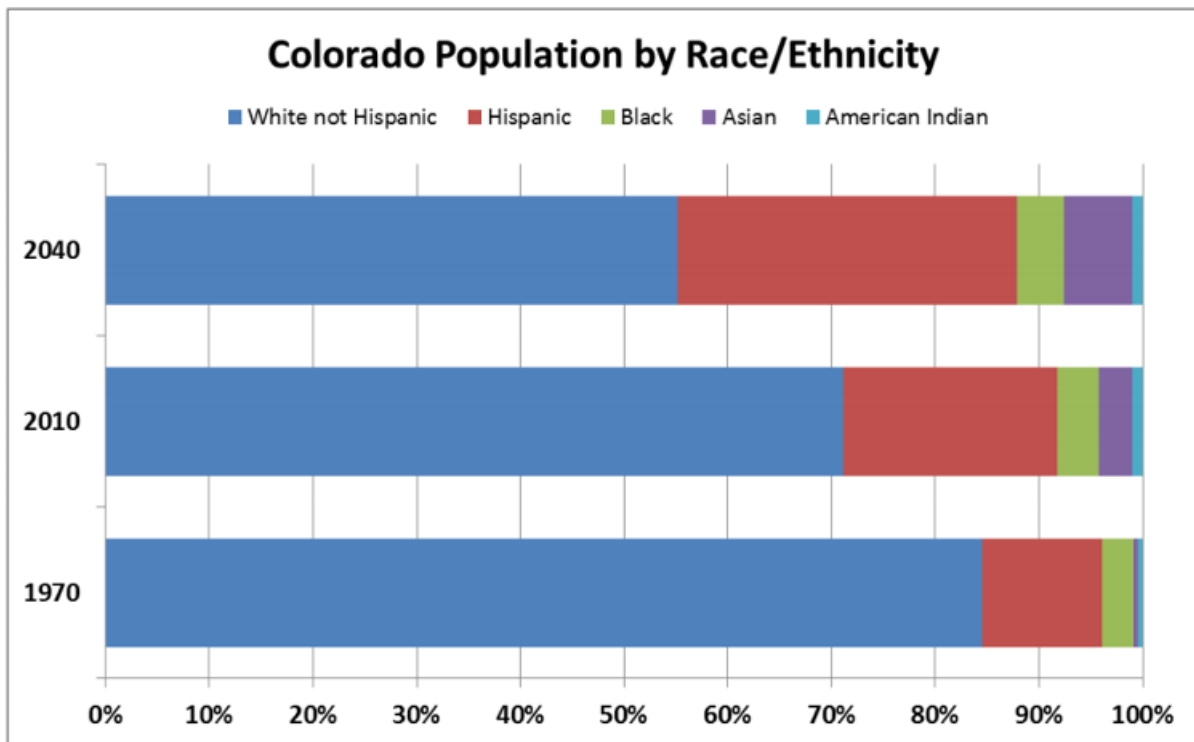
This Appendix is intended to serve as a summary of demographic information relevant to Delta County – for detailed analysis of County demographics please refer to the Delta County Master Plan.

Trends	Colorado	Delta County
Disparate growth across Colorado	1.7% growth rate 2015-2016. Younger people (10-40) make up bulk of migratory population 2000-2010	1.7% growth rate 2015-2016 Older people (30-74) make up bulk of migratory population 2000-2010
Aging	2030, Colorado's population 65+ will be 125% larger than it was in 2010 growing from 555,000 to 1,243,000	Delta county is predicted to age overall but not as significantly as some close Colorado counties such as Garfield, Pitkin, Gunnison, Ouray and San Miguel.
Increased Diversity	Colorado is becoming more racially and ethnically diverse, especially the newest entrants to the labor force. Educational gap continues. Will we have enough qualified people to fill jobs? Impact on incomes.	
Slowing Income Growth	Metro vs. non-metro	
Growing and Slowing Population	related to aging and slowing US growth	
Migration	Attracting people to Colorado's job market and finding housing and infrastructure to support them.	
Industrial Transitions	Shifts towards government, healthcare, retail trade and professional and technical services.	1.6% job growth 2015-2016 with big shifts away from mining, manufacturing and wholesale trade, and towards health services, government, agriculture and real estate.

Delta County Recreation and Trails Master Plan

Colorado Statewide population Projections 2010 - 2050

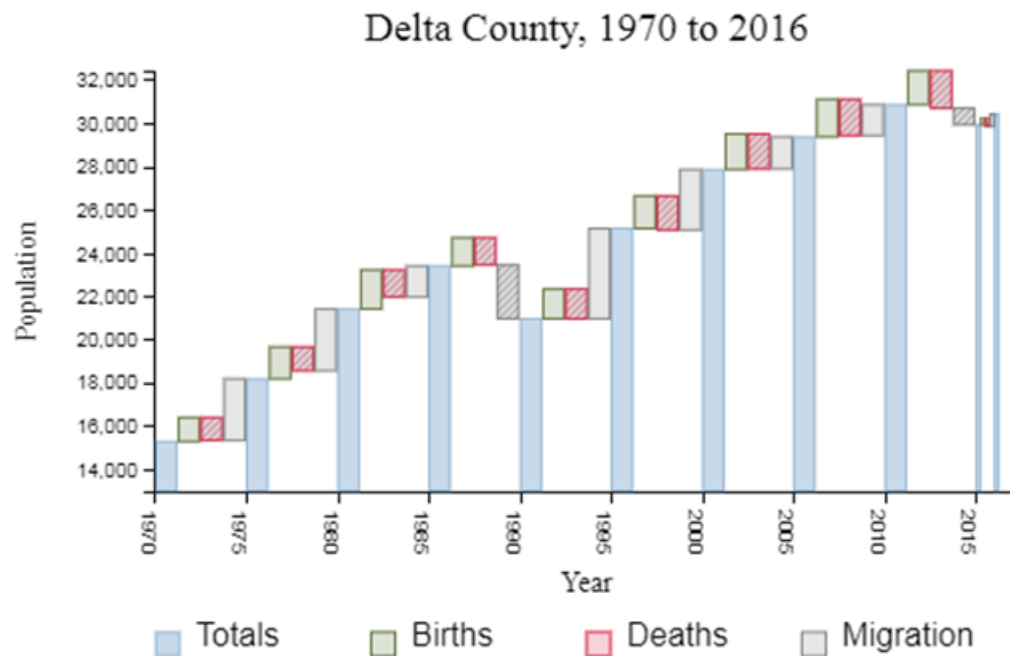
	July, 2010	July, 2015	July, 2020	July, 2025	July, 2030	July, 2035	July, 2040	July, 2045	July, 2050
COLORADO	5,049,935	5,448,055	5,907,198	6,391,239	6,892,192	7,352,841	7,773,481	8,134,846	8,461,295



Delta County Recreation and Trails Master Plan

Delta County, 1970 to 2016

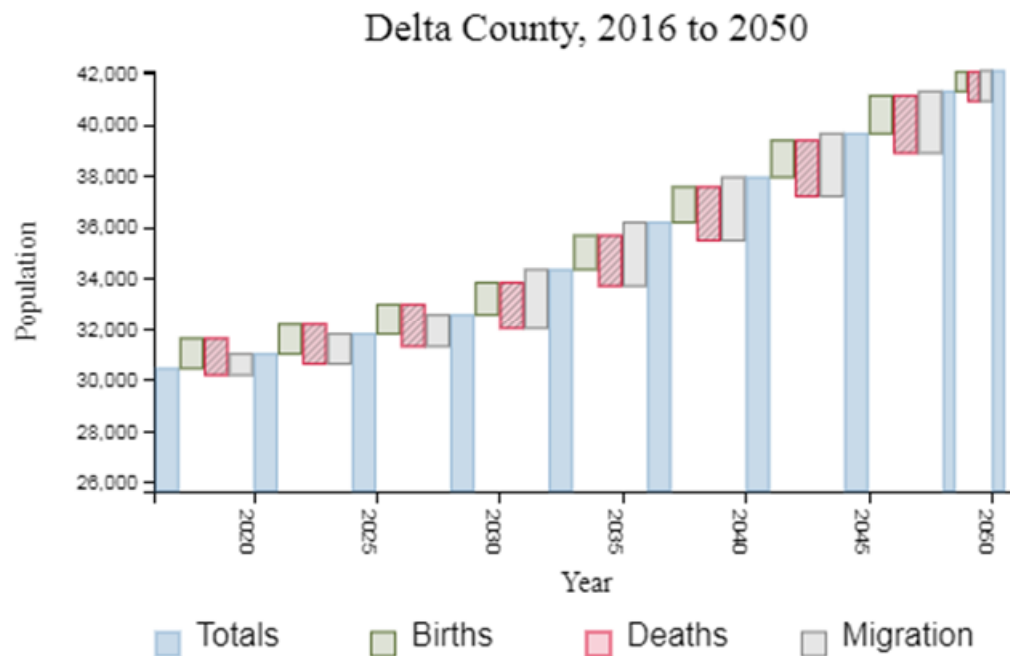
Statistic	Value	Percent
Population 1970:	15,316	
Population 2016:	30,471	
Total Population Change:	15,155	99%
Avg Population Change:	329	1.50%
Total Births:	13,779	
Birth Rate per 1,000 Pop:	12.3	
Total Deaths:	12,984	
Death Rate per 1,000 Pop:	11.5	
Total Natural Increase:	795	0.08%
Total Migration:	14,359	
Migration Rate per 1,000:	13.74	



Delta County Recreation and Trails Master Plan

Delta County, 2016 to 2050 Projection

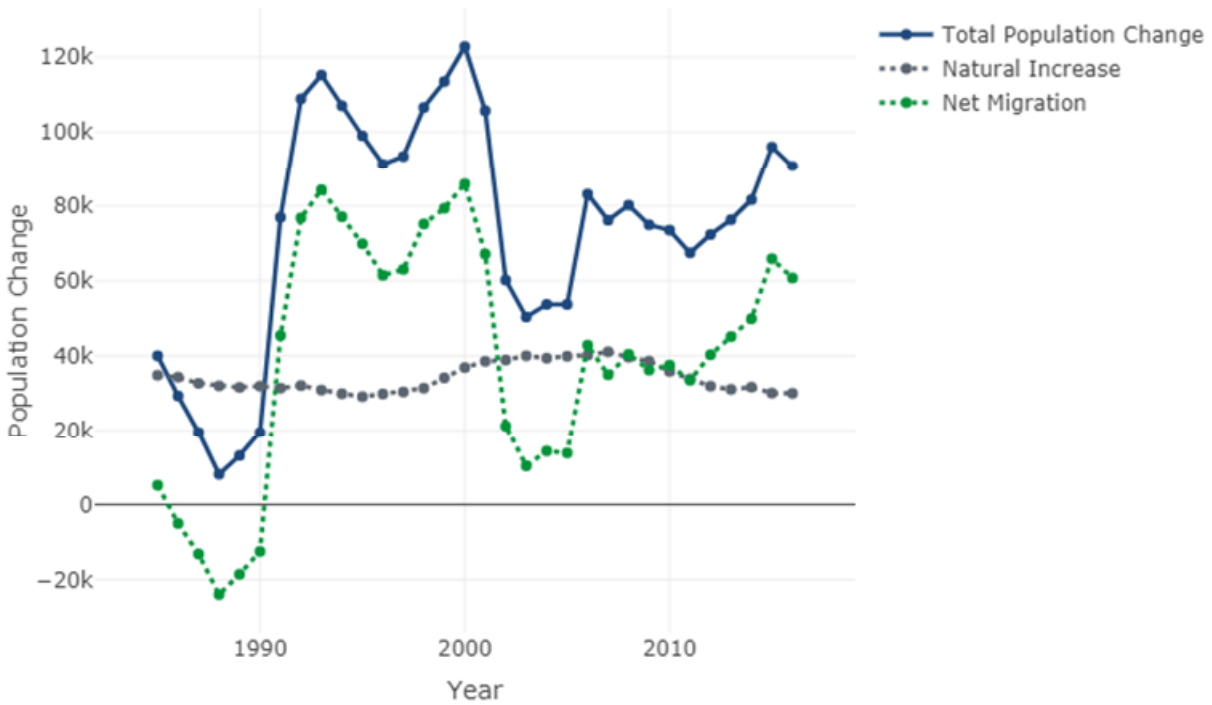
Statistic	Value	Percent
Population 2016:	30,471	
Population 2050:	42,126	
Total Population Change:	11,655	38.30%
Avg Population Change:	343	1%
Total Births:	11,176	
Birth Rate per 1,000 Pop:	9.3	
Total Deaths:	16,089	
Death Rate per 1,000 Pop:	13.3	
Total Natural Increase:	-4,913	-0.40%
Total Migration:	16,568	
Migration Rate per 1,000:	13.47	



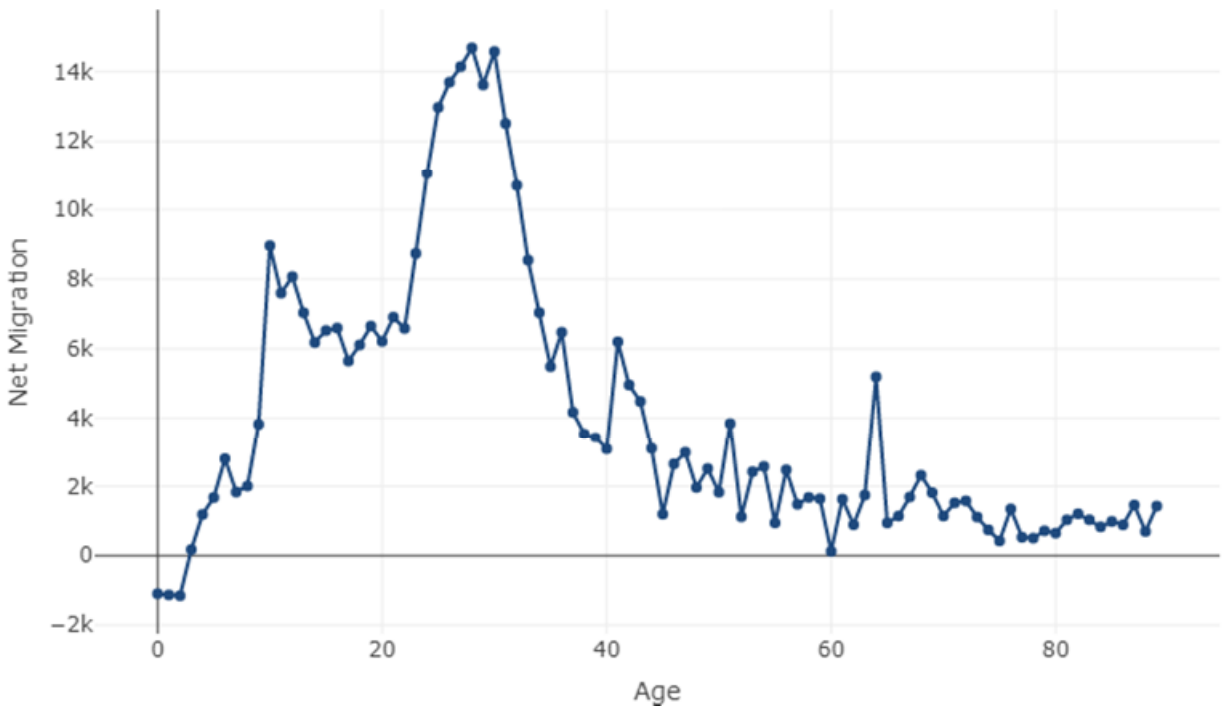
Delta County Recreation and Trails Master Plan

Colorado Statewide Population Charts

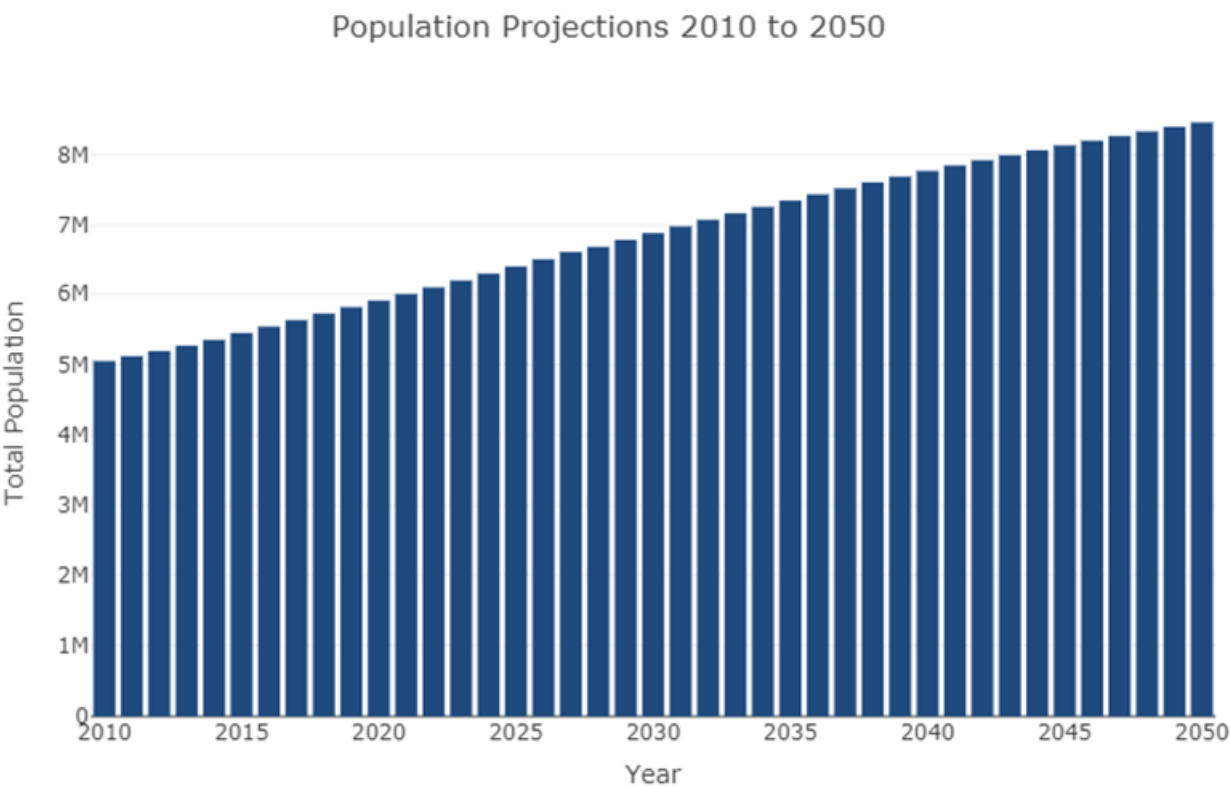
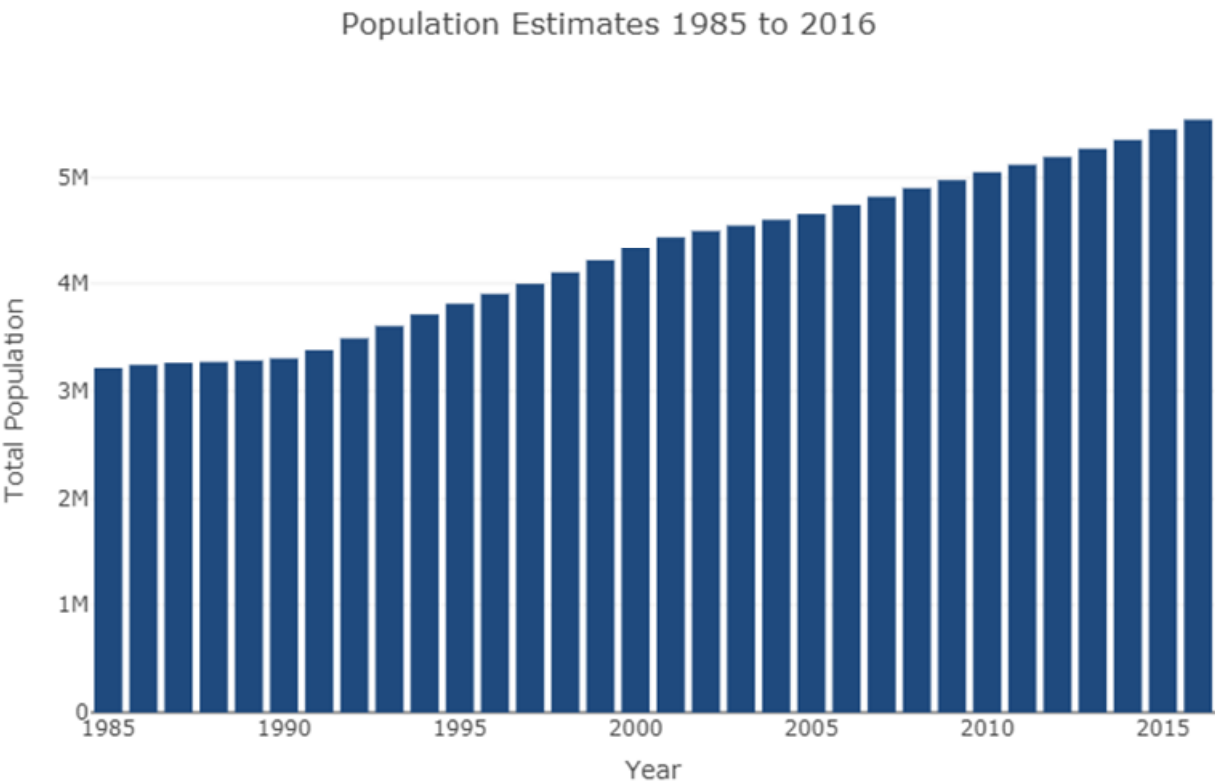
Births, Deaths, and Net Migration 1985 to 2016



Net Migration by Age, 2000 to 2010

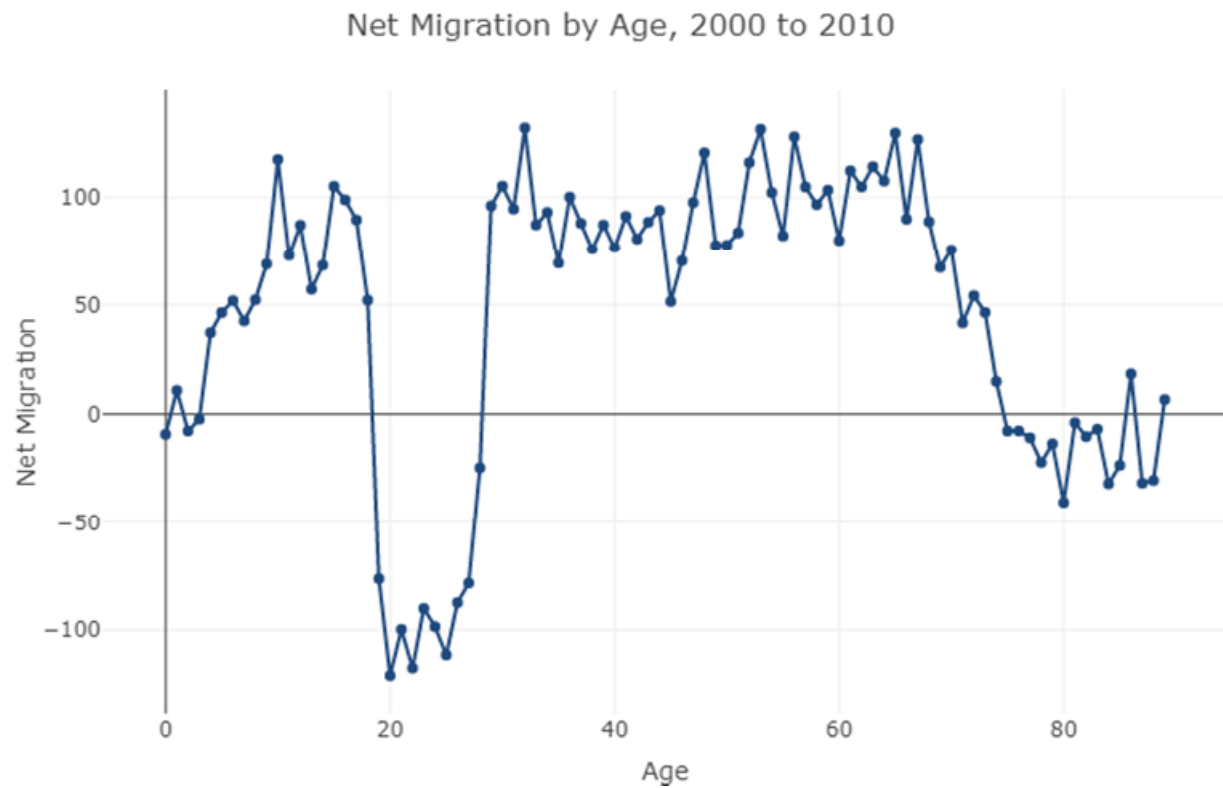
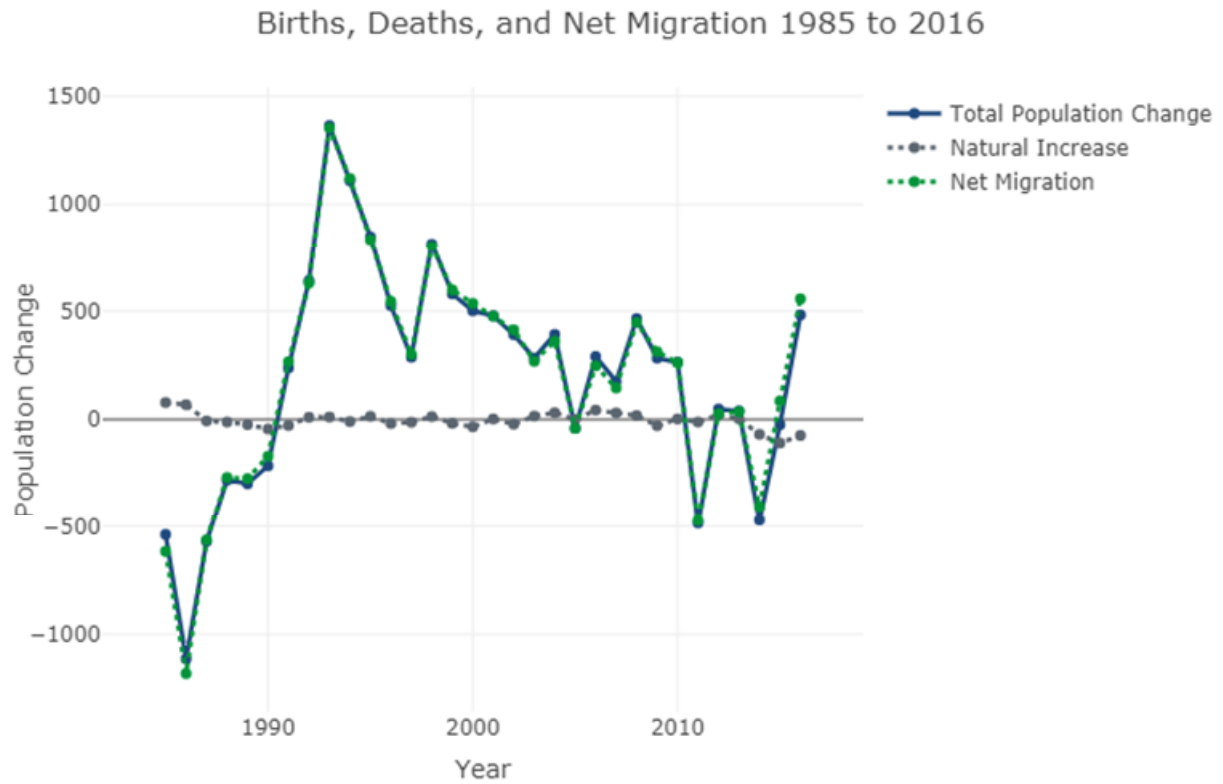


Delta County Recreation and Trails Master Plan

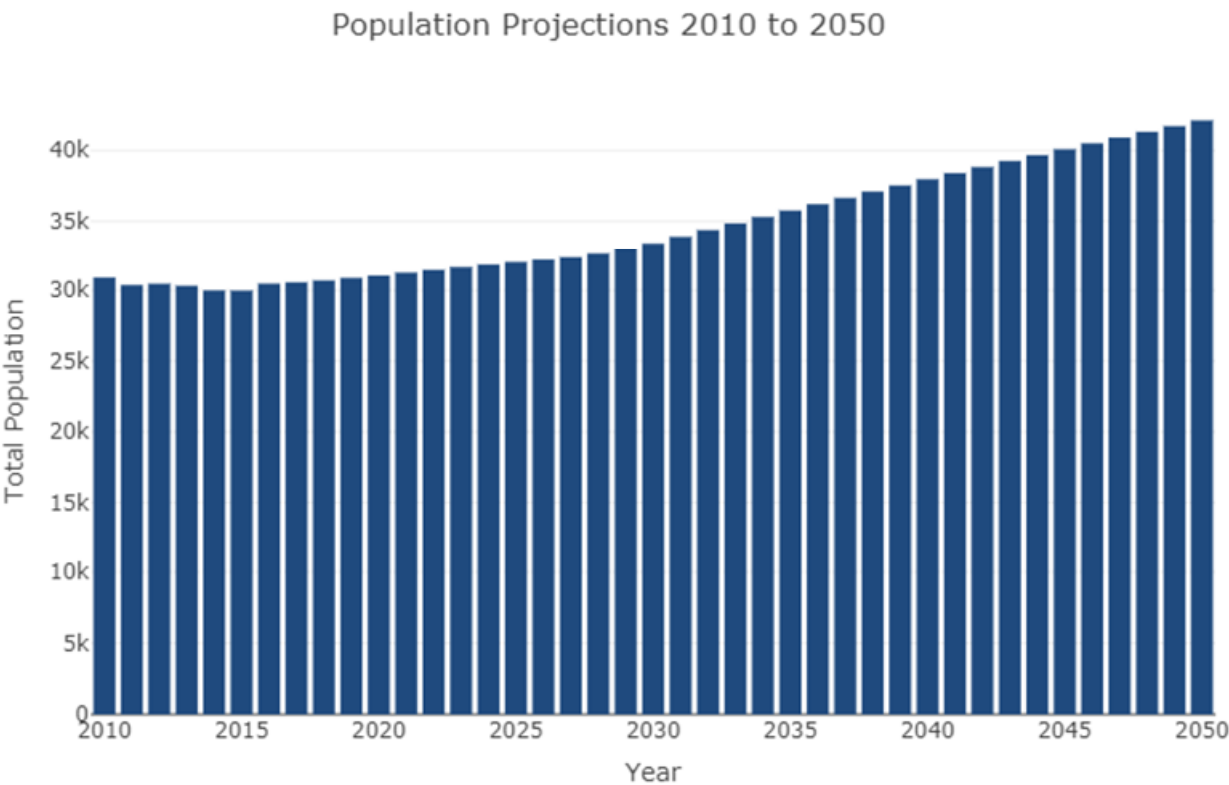
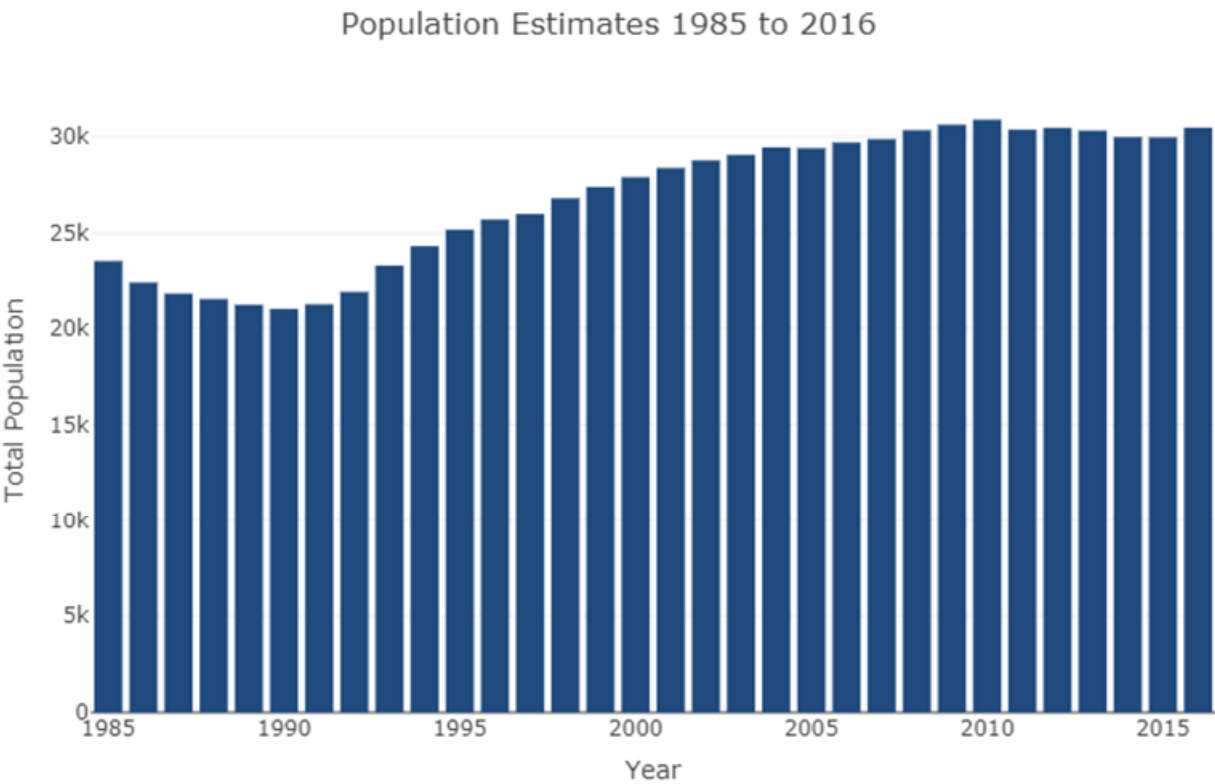


Delta County Recreation and Trails Master Plan

Delta County Population Charts



Delta County Recreation and Trails Master Plan



Delta Base Industries, 2016

